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From the Editor

Carl Swanson
cswanson@kalmbach.com
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The return of steam-powered passenger service in February wrote a new chapter in East Broad Top's wildly improbable comeback story.

The Pennsylvania narrow gauge was built in 1873 and shut down in 1956. Purchased by scrap dealer Nick Kovalchick, the line served as a tourist operation until 2011 when it closed once again.

That seemed to be the end of the line, but in 2020 the EBT Foundation purchased the engines, cars, and historic machine-shop complex.

Now, after a painstaking restoration, 1916 Baldwin 2-8-2 Mikado No. 16 became the first EBT steam locomotive to operate since 2011. It was a well-deserved triumph for the staff and volunteers who made this dream a reality.

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Design Director Thomas G. Danneman
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Librarian Thomas Hoffmann

Columnists
Brian Solomon, Bill Stephens

Correspondents
Dan Cupper, Keith Fender, Steve Glischinski, Chris Guss, Scott A. Hartley, Bob Johnston, Kevin P. Keefe, David Lustig, Robert W. Scott

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Michael Wieloch
888-558-1544, Ext. 625
mwieloch@kalmbach.com

EDITORIAL
phone: (262) 796-8776
email: cswanson@kalmbach.com
fax: (262) 798-6468
P.O. Box 1612
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Ukraine's railways mark one year of war

'Iron people' establish role as vital lifeline for civilians and military

▲ **Older Ukraine Railways diesels, like these shown in storage in 2010, now are stationed in strategic locations to move trains when electric power is disrupted by Russian military strikes.** Two photos, Keith Fender

MEMORIAL STONES AND PLAQUES are common at railway stations around the world, commemorating rail history, anniversaries, or rail employees who died in service. On Feb. 24, 2023, a new memorial was unveiled at the central station in Kyiv, Ukraine, honoring 353 Ukrainian railway workers killed during the first year of Russia's invasion of Ukraine, which began a year before.

Unveiling the memorial, to be enhanced with a sculpture planned once the war has ended, Oleksandr Kamyshin, chairman of Ukrainian Railways (UZ or Ukrzaliznytsia), also revealed another 819 employees had been injured by Russian attacks on the rail system. Kamyshin added that 9,874 UZ employees were currently serving in the country's armed forces.

RAIL LINES BECOME LIFELINES

On Feb. 24, 2022, Russian forces attacked Ukraine from multiple directions, including neighboring Belarus and from the Crimean Peninsula in the south of Ukraine, occupied in 2014 by Russian forces and subsequently illegally annexed. The buildup of Russian forces leading up to the assault had relied on rail transport, with Russian state rail company RZD operating hundreds of special trains to move troops and equipment.

Once the invasion started, Ukrainian Railways became vital to the survival of civilians, evacuating millions — mainly women and children — to the west of the country. Many continued on to western Europe, via Poland and Germany in particular. UZ also became vital to the forces defending against the invasion, moving troops and equipment.

After the initial shock of invasion and the successful defense of Kyiv, the Ukrainian military pushed back Russian forces in multiple locations during 2022. In all cases, damage to the rail network in the areas liberated from occupation has been significant, with bridges destroyed and, in some cases, entire railway lines mined. UZ has not only repaired damage but quickly restarted passenger services linking formerly occupied cities to the rest of the country.

UZ and its employees have become known as the "Iron People" of Ukraine as a result of their efforts to keep the railway open. UZ has also reopened railway lines, long closed or abandoned, connecting Ukraine to its western neighbors. Three such cross-border routes have reopened in 2023. In January, the Rakhiv-Berlebash line connecting Ukraine with Romania opened; UZ had repaired its tracks by last summer but it took several more months to reopen the Romanian section, providing access to the major Black Sea port of Constanta. On Feb. 17, UZ and its Polish counterpart PKP reopened two lines, totalling more than 40 miles, connecting the west of Ukraine with routes in eastern Poland. Around half of the track has been laid as dual gauge (5-foot and standard gauge).

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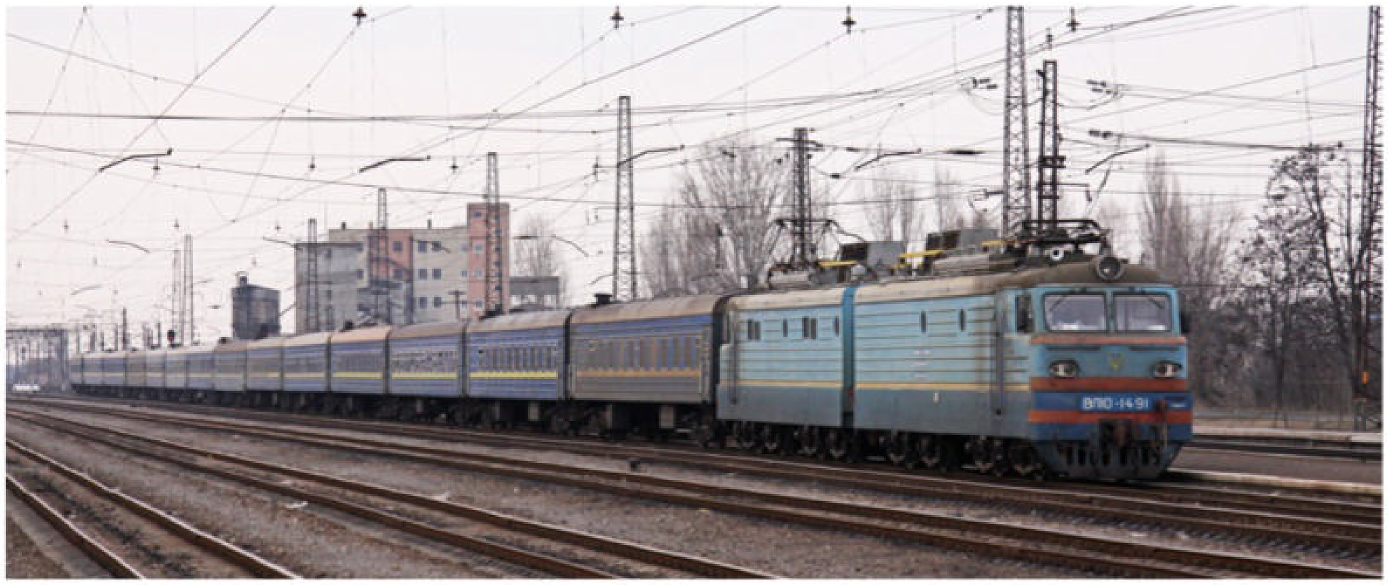

Rail Ukrainization isn't new: this Soviet-built train, seen in 2010 at Bat'ovo in western Ukraine, features Ukrainian blue and yellow livery and the Ukrainian coat of arms in place of the red star on the front.

A significant flow of humanitarian and other aid has come by rail from elsewhere in Europe to Ukraine. In the other direction, Ukrainian products, in particular grain and other cereals, have been exported by rail in greater quantities than before, following Russian naval blockades of Ukrainian Black Sea ports, although a deal brokered by the United Nations has also allowed some exports by ship.

Most of UZ's main rail lines are electrified, and Russian missile strikes have frequently targeted the electrical substations that provide power, as well as power plants, sometimes even in the far west near the border with Poland. UZ has adapted to these attacks by positioning diesel locomotives, mostly older units, in key locations; when needed, these can haul electric trains stranded by temporary loss of power. UZ claims it has yet to cancel a single long-distance passenger train despite the repeated Russian attacks. Some have arrived several hours late, however.

'RAIL FORCE ONE' MOVES BIDEN

UZ has also been vital to Ukraine's diplomatic efforts to bring leaders of allied nations to Kyiv, operating its VIP saloon train between the capital and the border with Poland. The train — often operated at night — is much safer from possible Russian attack than flying, which is exceedingly hazardous. Since the war began, the leaders of almost all Europe's countries, plus the European Union, took the train to Kyiv, some more than once. The distance from the Polish border, combined with the fact UZ now runs all its trains slower to minimize casualties if a train encounters damage or is attacked, means that the VIP visitors spend around 10 hours each way on the train and normally much less time in Kyiv itself. UZ has gone to great trouble to ensure what it calls its "Iron Diplomacy" helps the country's war effort. Visiting VIPs are treated to good food and security arrangements.

The conference room of "Rail Force One," the car used by UZ to transport visiting officials to Kyiv.
Pesa Bydgoszcz

U.S. President Joe Biden took the train from Przemyśl, Poland, to visit Ukrainian President Volodymyr Zelenskiy on Feb. 20. Playing on the name of the aircraft Biden usually uses to travel, this led UZ to nickname the VIP saloon "Rail Force One." The car was built in 2005 by Polish manufacturer Pesa Bydgoszcz and is equipped with two bedrooms and a conference room. The car runs on special trucks that can change from the 5-foot gauge used in Ukraine to the standard gauge used in Europe, although this feature probably isn't currently used. Before the war, the car was based in the western city of Lviv. Pesa has also supplied one of the cars being used as a mobile command post by UZ, a single-car DMU originally built in 2004.

RAIL UKRAINIZATION PLANNED

The war is far from over, but that is not stopping Ukraine's government from planning for the postwar future, which it sees as clearly as part of Europe, with membership of the European Union as a goal, although this is unlikely to be achieved anytime soon.

Just before the war's first anniversary, on Feb. 21, UZ announced a major program to remove Russian and Soviet legacies from the rail network. "It is time to fully Ukrainianize the railway," UZ's Kamyshin said, explaining, "It's time to finally get rid of the Soviet and imperial past, which permeated the Ukrainian railway for more than 100 years, and throw everything that binds us, and prevents us from developing, into the dustbin of history."

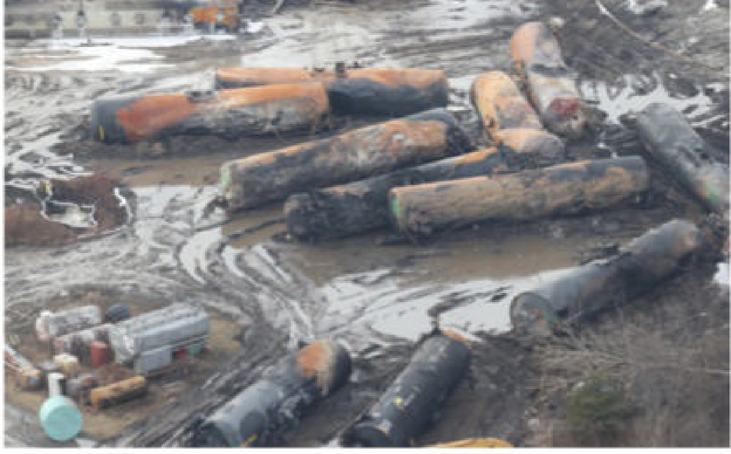
The program involves much more than removing Russian-language names or Soviet memorials, although that is part of it. UZ plans to restructure its railways, removing historical links such as the fact railway mileages are calculated from Moscow, as the Soviet rail system was run from there. Instead, new mileage markers will record distances from Kyiv; the first "zero" distance marker has already been installed. Two of its operating divisions — known as the Southern and South Western railways — will be renamed, as these were the old Soviet names; the "Southern Railway" is actually in the north of Ukraine. A public vote for new names is planned.

UZ has also announced its ticket system — currently in Ukrainian and Russian — will be modernized. Future tickets will use Ukrainian, along with English as a language for visitors who cannot read the Cyrillic alphabet.

Signalling systems using Russian technology will be replaced progressively with new European standard systems. Discussions with the European Union have already begun about building some dual (standard and 5-foot) gauge routes linking major cities and industrial centers with the rest of Europe, although — beyond short sections over the borders — nothing is likely to be done until the war ends. Notably, Kamyshin announced Feb. 27 that he was resigning as the head of UZ in order to head up the office for the railway's European integration. — *Keith Fender*

East Palestine wreck spurs series of moves by government

DOT, Congress, states take aim after toxic accident



The scene in East Palestine, Ohio, during clean-up efforts on Feb. 8, 2023. Sol Tucker

EAST PALESTINE, OHIO, appears to be on a trajectory to join Lac-Mégantic, Quebec, and Chatsworth, Calif., as locations that changed railroading's regulatory landscape.

A derailment and fire that killed 47 in the Quebec community led to stricter tank car rules. A head-on collision between a Metrolink commuter train and Union Pacific local in Chatsworth killed 25 and spurred adoption of positive train control.

No one died in the Feb. 3, 2023, Norfolk Southern derailment in East Palestine. But the evacuation of residents, images of a sinister black cloud from the "controlled release" and burning of toxic chemicals, and ongoing concerns about long-term effects of those chemicals, spurred action by the U.S. Department of Transportation, Congress, and state legislatures.

On Feb. 21, Transportation Secretary Pete Buttigieg called on railroads to immediately take five steps he says will improve safety, including requiring the faster phase-out of older tank cars and providing state emergency officials with advance notice of hazardous materials shipments.

Separately, the DOT planned to pursue rulemaking, to the extent it can, on electronically controlled pneumatic brakes for high-hazard flammable trains; increased inspections on routes carrying flammable cargo and significant amounts of hazardous materials; and inspections of legacy tank cars, among other measures.

Buttigieg called on Congress to pass legislation addressing five topics, including increased fines for safety violations, stronger rules covering high-hazard flammable trains, and faster adoption of DOT-117 tank car requirements. A bipartisan group of senators — three Republicans and three Democrats, including the Ohio senators from each side of the aisle — responded on March 1 by introducing the Rail Safety Act.

Their legislation also mandates crews of at least two people. It creates the first regulations regarding hotbox detectors, requiring them at 10-mile intervals on routes carrying hazardous materials. It also requires limits on train length and weight, although leaving it to the transportation secretary to determine appropriate rules.

State legislators in Arizona and Washington also introduced bills to limit the length of freight trains, citing concerns stemming from East Palestine, as well as issues with blocked grade crossings.

Rail industry officials have said any moves should wait until the National Transportation Safety Board concludes its accident investigation. The NTSB said in releasing a preliminary accident report Feb. 23 that a wheel bearing failure caused the derailment, but its investigation will look at underlying issues, as well as the accident response. — *Bill Stephens*

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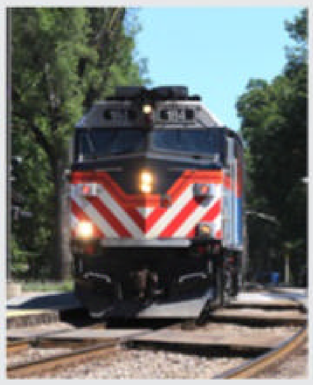
Spurred by investor pressure, Union Pacific to seek new CEO

UNION PACIFIC said it will hire a new CEO this year as part of a succession process that began in November 2022, after a hedge fund argued that current chief executive Lance Fritz should be replaced because the railroad ranks last in every significant operating metric. **SOROBAN CAPITAL**, with a $1.6 billion stake that makes it one of the railroad's top 10 investors, called for the railroad to hire former Chief Operating Officer Jim Vena as the new CEO.

The *Empire Builder* ran through a section of misaligned track just before its fatal Sept. 25, 2021, derailment in Joplin, Mont., according to more than 3,100 pages of documents released by the **NATIONAL TRANSPORTATION SAFETY BOARD**. The documents form the public docket for the ongoing investigation. Documents also indicate two of the three passengers killed were in a vestibule at the time of the derailment and were ejected when cars uncoupled; the third was ejected from the Sightseer Lounge.

A plan by Chicago's **METRA** to convert at least three F40PH-3 locomotives to battery power suffered a setback when the commuter operator could not complete a contract agreement with **PROGRESS RAIL**. Metra's board approved a $34.6 million contract to convert up to six locomotives in August 2022. A Metra spokesman said the agency plans to issue a new Request for Proposals later this year.



Metra F40PH-3 on the Rock Island Beverly Branch: David Lassen

SIEMENS MOBILITY announced it would build a new $220 million railcar factory in Lexington, N.C., as demand has its Sacramento, Calif., plant nearing capacity. The plant, projected to employ about 500 workers, will both build new equipment and service existing products for eastern customers.

THE NATIONAL TRANSPORTATION SAFETY BOARD announced a "special investigation" into **NORFOLK SOUTHERN** safety practices and culture, noting it has sent investigators to five NS incidents since December 2021 .

Fixes

In the March 2023 issue:
— The caption on pages 14 and 15 failed to include the names of the costumed reenactors in the scene. They are, from left, Rhonda Miller, Ron Flanary, and Eric Miller. We apologize for the oversight.
— The map of VIA's planned High Frequency Rail route on page 29 omitted the portion of the current CN/VIA route between Brockville, Ontario, and Coteau, Quebec.
— The caption on page 56 misstated the location of Calumet, Quebec. It is between Gatineau and Montreal.

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- Wheel-Rail Contact Mechanics
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Charting a better future

Bill Stephens
bybillstephens@gmail.com
@bybillstephens
Analysis: Trains.com

Consistent service is in; furloughs and focus on operating ratio are out

You have to give Norfolk Southern CEO Alan Shaw a standing ovation for his performance at the railroad's investor day in December. Using logic as a sledgehammer, it took him just 10 minutes to demolish two of the things that have hurt rail service and put a lid on traffic growth: Excessive cost-cutting and an overemphasis on the operating ratio.

Shaw told a roomful of Wall Street analysts point blank that his railroad would no longer have a singular focus on its operating ratio. With the notable exception of Union Pacific, the Class I railroads have been heading in this direction. But Shaw explained convincingly why railroads need to turn the page in order to grow.

Instead of trying to cut its way to prosperity, NS aims to build a railroad with the resources required to provide reliable service year in and year out. The really big news is that NS is attacking the root cause of the railroad industry's recurring bouts with service problems: The practice of furloughing train crews at the drop of a hat, then acting surprised when they don't return to the railroad.

"Our traditional approaches for dealing with business cycles — by furloughing temporarily surplus employees and tightening other spending when demand falls off — did not work well," Shaw says. "When the time came to rebuild our ranks as freight transportation demand returned, we were unable to rehire quickly enough to operate fluidly."

The Class I railroads get caught short of crews every three or four years. In the short term, this creates congestion, increases costs, and means railroads can't handle all the freight that it wants to move on rail.

Norfolk Southern CEO Alan Shaw is charting a brighter future for the railroad industry. Norfolk Southern

"In the long term, these disruptions have eroded the confidence customers need to have if they are going to structurally rely on rail instead of highways," Shaw says. "A company can't expect to provide sustainable growth if it provides its customers with a lousy service product every three years."

To break this cycle, NS will hang on to its engineers and conductors during downturns. The railroad will take advantage of having surplus crews to qualify them on new territories and to train conductors to become engineers. The idea is that NS will be able to attract and retain its skilled workforce, provide consistent service, and handle a traffic rebound without skipping a beat.

This will inevitably raise the operating ratio in the short term. That's been a no-no on Wall Street for investors who can't see beyond the next quarter. Shaw says enough of this because in the long run furloughs backfire.

Shaw outlined a hypothetical downturn in which NS would normally furlough 5% of its conductors and engineers. Having those 375 people off the payroll for a year saves $35 million.

But when it comes time to recall them, only 175 return. So NS has to hire and train 200 new conductors, which costs $10 million and takes months. Meanwhile, service suffers, and with operations in the ditch, costs go up $160 million for the year. Then figure that NS misses out on 5% of the potential traffic volume due to poor service. That's at least $600 million in lost revenue.

In other words, furloughs intended to save the railroad $35 million actually end up costing it $770 million — and far more if you factor in shipper frustration.

Carrying full staff through a normal downturn will let NS carry more traffic, bring in more profitable revenue, and generate more growth. (Canadian National has reached the same conclusion, CEO Tracy Robinson told investors in February. CN won't furlough unless a downturn lasts more than 10 months.) "Resilience is an investment in long-term shareholder value," Shaw says.

In a long recession, Norfolk Southern still would resort to furloughs, but would provide financial incentives for crews to return. On the flip side, NS says it will be able to handle traffic surges because it has better forecasting tools to match traffic demand with crew levels. This is still more art than science, and easy to get wrong. As Yogi Berra said, "it's tough to make predictions, especially about the future."

Give NS credit, though. It has officially stepped out of the shadow that the Cult of the Operating Ratio has cast on the industry for far too long. Yes, NS still has to walk the walk and execute on its plan to balance service, productivity, and growth. But it's encouraging that Wall Street seems willing to play along for now.

Shaw has made it crystal clear that cost-cutting has reached the bumper post — and that the future is tied to better service. I

Railroad music for a new generation

Brian Solomon
briansolomon.author@gmail.com
@briansolomon.author
Blog: briansolomon.com/trackingthelight/
Podcast: Trains.com

A serendipitous phone call kicked off a creative partnership

A year ago, I was seated at my desk in the North Tower of Conway Scenic's North Conway, N.H., station when I received a serendipitous phone call. On the line was musician Ben "Gitty" Baker, who said, "We wrote a song about Conway Scenic. It features your steam locomotive, and we wanted to know if you'd be interested in having us perform at the station sometime. We make our own instruments. That's our main business, and we are located in southern New Hampshire. We could come up sometime if you're interested."

I was taken aback at first, but agreed to conduct an audition — not something a railroad does very often. I arranged for the Eastwood Station duo to play for the railroad's owners and station employees on a quiet morning in early May 2022. Everyone was pleasantly surprised by Eastwood's energy and traditional-sounding railroad songs, which soon led to a productive arrangement between the railroad and the band. They supplied railroad-themed songs to play and sell in our station, and supplied soundtracks to accompany promotional videos and television commercials. It had only been a few months since Danny Woodman and Ben formed Eastwood Station. Ben explained, "At the time we were part of another band that played Irish traditional music. Danny and I both loved trains, and between us we already had a repertoire of train songs, so we thought why not create a band focused on railroad music?" They describe their genre as "rail folk."

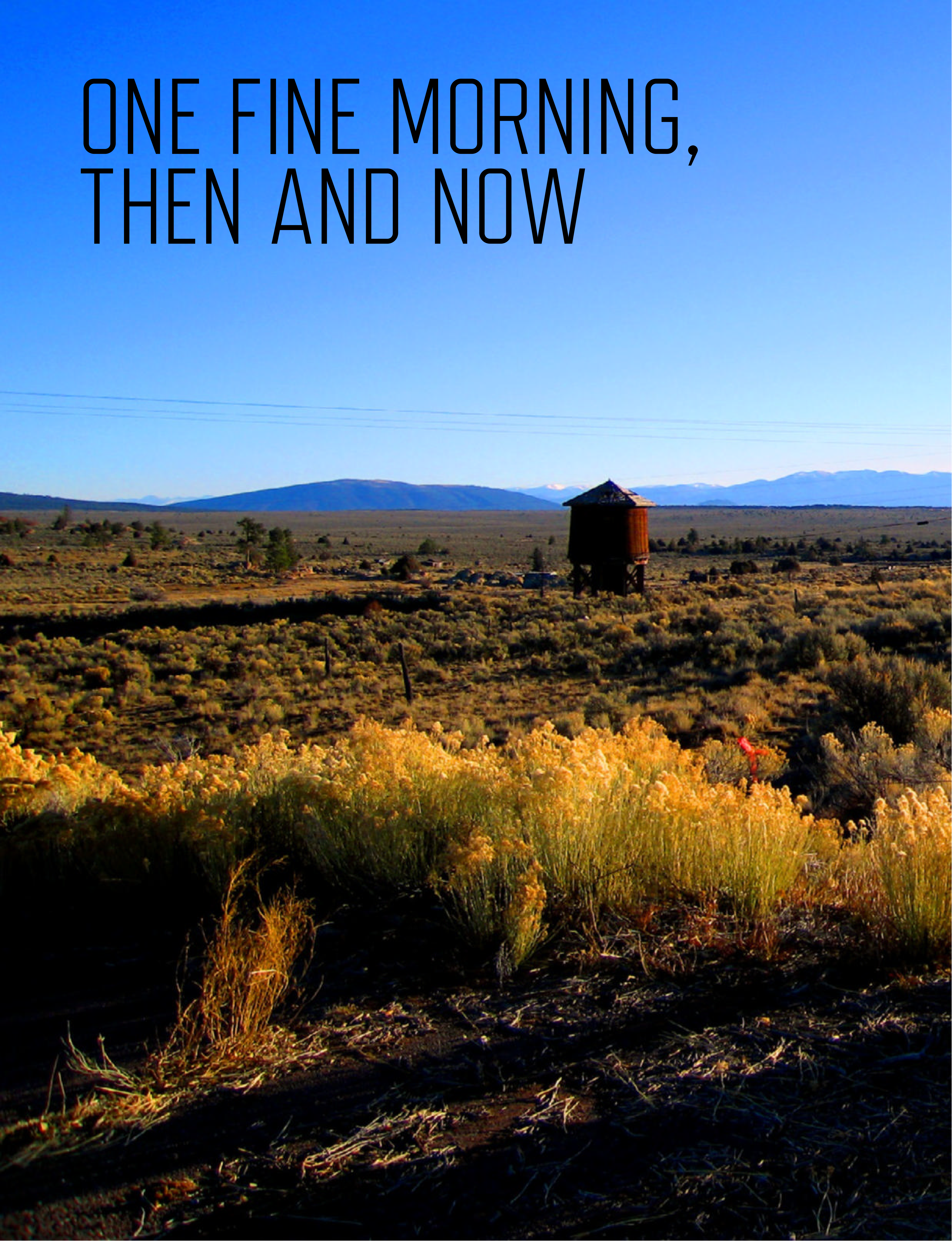
Danny and Ben of Eastwood Station coined the term "rail folk" to describe their genre of rail-themed ballads set to traditional music and played on self-made instruments. Brian Solomon

Danny grew up in West Lebanon, Maine, near an old railroad station called Eastwood on Boston & Maine's Worcester, Nashua & Portland that was the inspiration for the band's name. He credits Conway Scenic as planting a seed for his railroad interest. His dad's interest in history brought them to Conway many years ago and Danny was awestruck when they saw the railroad's 2-6-2 No. 108 and 0-6-0 No. 7470 doubleheaded at a grade crossing. Danny explained that he is on the spectrum, and his fascination with trains and love for music has provided him the ability to better interface with the world. Ben grew up in Port Clinton, Ohio, near the former Lake Shore & Michigan Southern "Water Level Route" main line. "Conrail trains crossing the gravel lane near the house were the soundtrack of my childhood," he says. Ben also had a special fondness for Alco RS3s: "I remember these curvy diesels with an old-time look that were different than all the others."

Working from traditional Irish melodies, Ben and Danny had independently composed original railroad-themed music and later filled out their playlist with adaptations of historic railroad songs. Ben explains, "We performed our first gig at the Back Hill Beer Company, a local brewery in the Gonic neighborhood of Rochester, N.H. We traveled to visit a variety of area tourist railroads, including a visit to Pennsylvania's Strasburg Rail Road to participate in their 'In Cab Experience'. I was the fireman on engine 475 for 20 minutes. I wasn't very good at it, but this really fired up our enthusiasm — pardon the pun." In Spring 2022, Eastwood Station recorded their first album. And the band rapidly gathered steam.

During their audition, I was impressed by their song "Mountain Railroad" about Conway Scenic, which they had composed two years earlier. This highlights the most popular features of the railroad with a remarkably catchy melody. I spent a day recording a music video onboard the railroad's Valley train. I asked Ben and Danny to perform the song no less than 13 times from different angles as the train ambled down the line to Conway and back. During the summer and autumn, Eastwood Station paid numerous visits to the railroad, in between their performances elsewhere. Steam locomotive songs are one of the band's specialties. Last summer they researched and composed their follow-up to "Mountain Railroad," the "Ghost of the 505" — a song about the ill-fated Maine Central 2-8-0 destroyed in a boiler explosion climbing the Mountain Division toward New Hampshire's Crawford Notch in 1927. About the same time, they were contacted by Dynamo Productions to compose the soundtrack for a documentary about the restoration of Reading Co. 4-8-4 No. 2102. The title track for this work is "The Queen of Anthracite." In 2023, Eastwood Station released "Masters of Steam," inspired in part by their visits to various tourist railroads. They have more music on the way and their songs are available for download at eastwoodstation.com. I

ONE FINE MORNING, THEN AND NOW



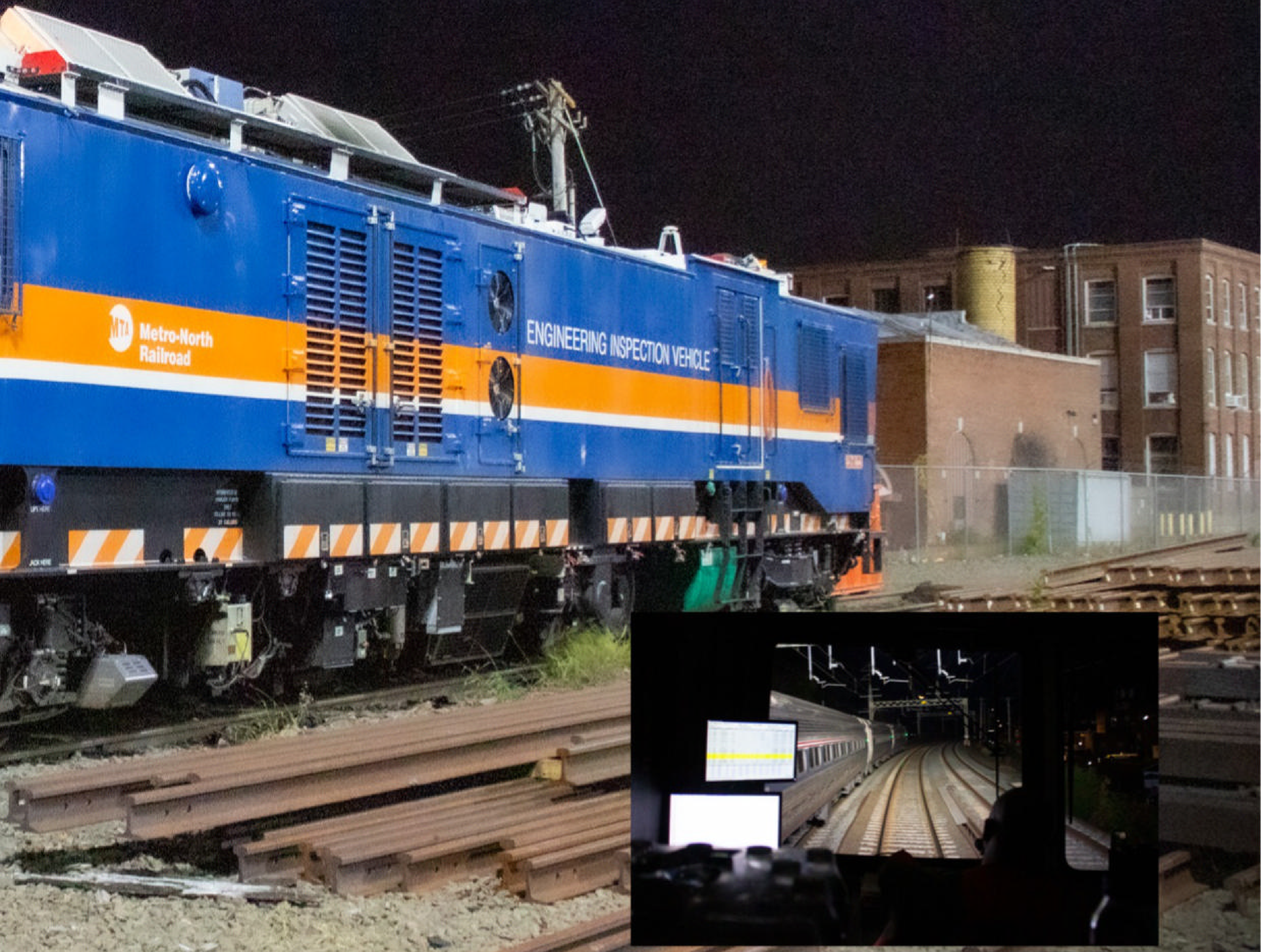
HAVE YOU EVER BEEN trackside and wished you could have been there 20, 30, or even 40 years earlier? Or wish you could experience a time with open stations with train-order hoops, each with the steady rhythm of a telegrapher banging out information on a high-speed key? Such thoughts hit me while driving through Colorado. I wanted to explore the long-abandoned Chili Line, a one-time Denver & Rio Grande Western branch consisting of 120-plus miles of 3-foot-gauge railroad between Santa Fe, N.M., and Antonito, Colo. The company opened the line in the late 1880s, shutting it down in 1941. It hosted freight and passenger trains, and water tanks once dotted the right-of-way to feed the 2-8-0s and 2-8-2s. As I drove north on U.S. Route 285 on a frosty morning, I encountered a mirage — or so I believed. I stepped from the car and stood mesmerized by the sight of a still-standing Denver & Rio Grande Western water tank, completely intact. I was staring at an anachronism, the surroundings seemingly frozen in time. I was too far away to see what else might have been left. Perhaps I secretly didn't want to spoil the moment by getting nearer. Standing there, looking into the morning sun, I was thinking what it might have been like years before, long before I was born. There was nothing to break the spell. Scanning the horizon, looking down at what was the railroad grade, wishing I could've been there in the 1930s, waiting for the northbound train from Santa Fe. — *David Lustig*

IC2020

METRO-NORTH'S
2020 inspection vision

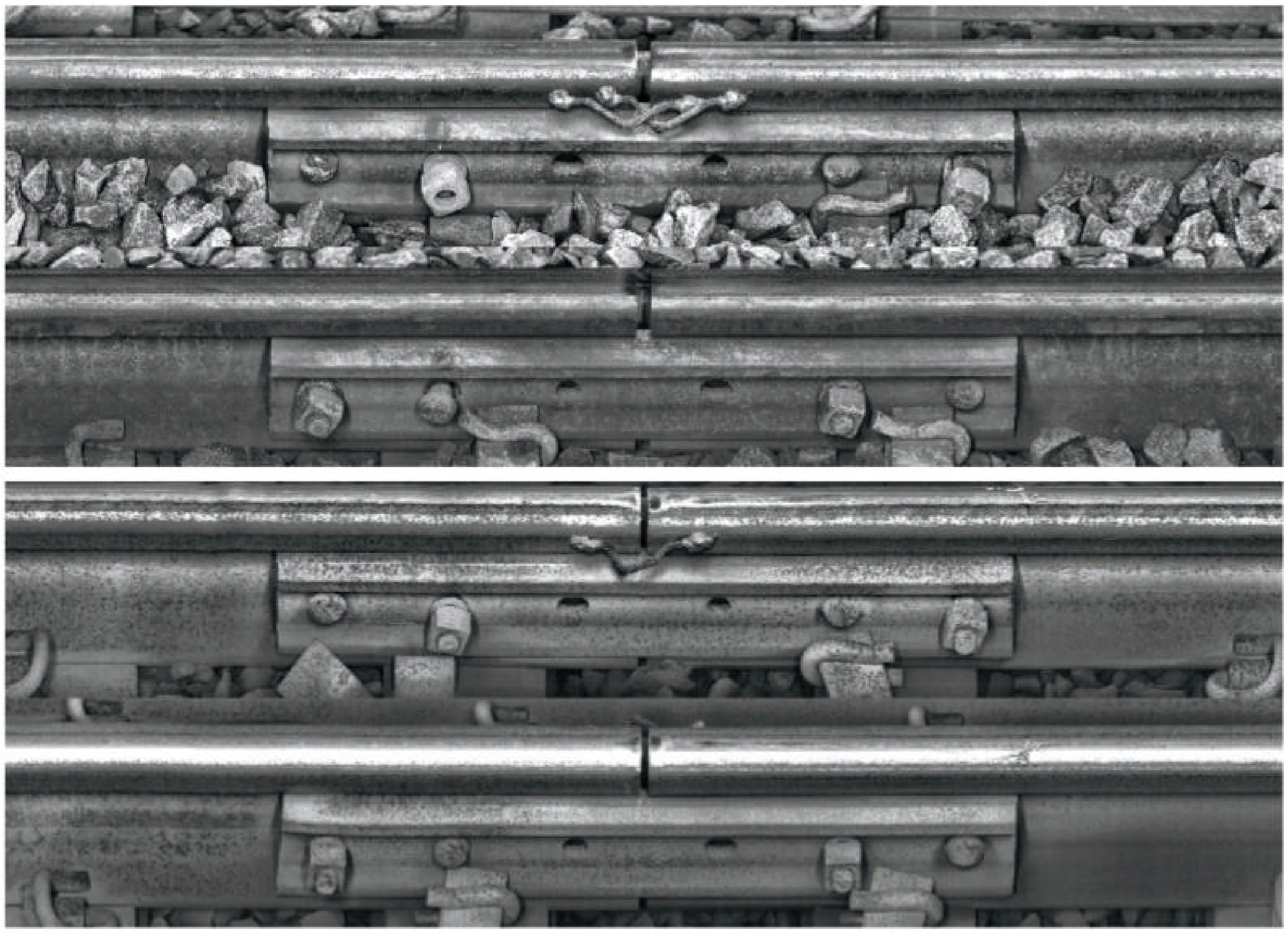
'IC 2020' is a track inspection car and much more

Story and photos by David Lassen


MTA
Metro-North Railroad
ENGINEERING INSPECTION VEHICLE

Main photo: Metro-North's Engineering Inspection Vehicle, IC 2020, awaits departure from East Bridgeport, Conn., on Nov. 17, 2022.

Inset: The inspection train meets late-night Amtrak Northeast Regional train No. 67 east of Bridgeport about 1 a.m. on Nov. 18, after turning off its spotlights to avoid blinding the train's engineer.



Remarkably clear images from the joint bar inspection system, taken from cameras facing the track at 45-degree angles as the car moves at speed, can spot gaps in the rail, missing bolts, or other defects. Here, the top image shows a loose bolt on the upper rail; the lower image shows normal bolts. Courtesy of Metro-North Railroad

The inspection car slowly made its way out of the yard in East Bridgeport, Conn., and onto Metro-North Railroad's New Haven Line for a trip east. It was shortly after midnight.

But with the flick of a switch, the darkness ahead of us was replaced by something akin to our own private supply of daylight.

An amazing floodlight system — so bright that the lights must quickly be shut off when meeting an approaching train to avoid blinding that train's engineer — is just one defining characteristic of Metro-North's Engineering Inspection Vehicle, the self-propelled car we were aboard on this cool November night. Conceived in 2014, delivered in 2020, the car is making a huge difference in the commuter railroad's track maintenance program, according to Anamaria Bonilla, the engineer who oversaw the project's design and delivery.

"We believe this really put us ahead of the curve when it comes to maintaining our tracks," Bonilla said in a presentation to the American Railway Engineering and Maintenance-of-Way Association at its 2022 conference in Denver. "Metro-North has had its challenges in the past, and you cannot meet those challenges by doing business the same way.

"This car has allowed Metro-North to make a huge upgrade in our inspection process."

The car provides a comprehensive battery of track geometry and other inspection functions, including monitoring of clearance, catenary, and third-rail issues. (Metro-North uses 750-volt DC third-rail power on its Hudson and Harlem lines, 12.5 kV AC catenary on most of the New Haven Line.)

TALE OF THE TAPE

Key statistics for Metro-North's track inspection car, IC 2020:

Length	73 feet, 9 inches
Width	9 feet, 10⅜ inches
Height	14 feet, 7 inches
Weight	231,000 pounds
Truck centers	50 feet, 6¼ inches
Wheel size	36 inches
Testing speed (with GRMS axle)	50 mph
Maximum grade	6%

ENSCO, the multifaceted engineering firm with a broad range of rail, aerospace, and security interests, was the primary contractor and provided almost all of the measuring systems. Subcontractor Plasser American built the car at its plant in Chesapeake, Va.

The inspection vehicle can operate in each direction, but there is a definite front end (it's the one with those amazing spotlights) and a rear (which features huge picture windows and theater-type seating for officials or other guests who may be riding along). It has a fully equipped kitchen — on this night, Bonilla compliments the crew members' coffee making — a restroom, and a bank of lockers for the crew to store personal belongings. The décor is functional, not plush. Visitors are warned to watch overhead for the fire-suppression system — anyone over 5-foot-10 is at risk from one particular sprinkler head.

It is 73 feet, 9 inches long and weighs 231,000 pounds — a weight that falls between that of Metro-North's passenger cars and its diesel locomotives, and therefore helps provide good readings for track geometry, Bonilla notes. The car is powered by a 760-hp Cummins diesel engine. The cost: $14 million, excluding ENSCO's first-year operating contract, data hosting, and other ancillary expenses.

The exterior is not your standard maintenance-of-way yellow. Predominantly blue with orange and white striping, in addition to some orange and white reflectorized tape, it carries a Metro-North logo and lettering identifying it as an "Engineering Inspection Vehicle." That paint scheme often leads people to ask Bonilla if she's a New York Mets fan (it happens on this night), but it was chosen, she says, to reflect the colors of the New York state flag. (She also jokes she had a hard time convincing the folks at Plasser that no, she really didn't want it to be yellow.)

The car carries the number IC 2020. That stands for "Inspection Car" and the year of delivery, but the double meaning referring to perfect vision "was too good to pass up," Bonilla says.

At the heart of the machine — and the reason for its existence — are the battery of systems that measure various aspects of the track and right-of-way. They are:

- A laser track geometry system measuring alignment, curvature, twist, and work defects. "It can operate at any speed," says Lariza Stewart, director of data management and digital solutions at ENSCO, and Bonilla's co-presenter at the AREMA conference. "As soon as the car starts moving, you start collecting data."

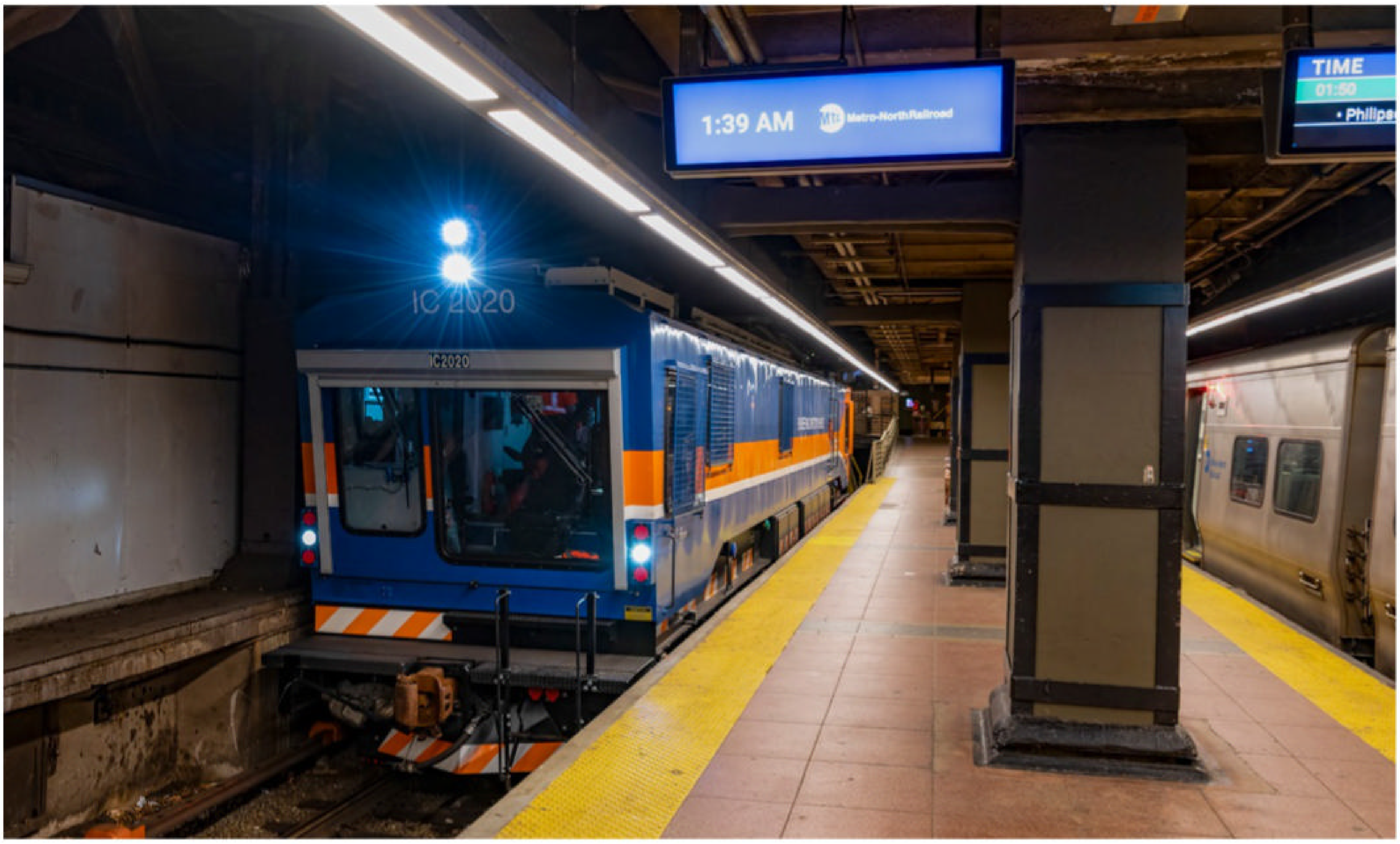
Alexander Grace watches the displays for the various inspection systems as the car runs east from Bridgeport, Conn. While information from every system is displayed, his focus is on the screen that displays "exceptions" — possible track defects — which he assesses for possible further action.

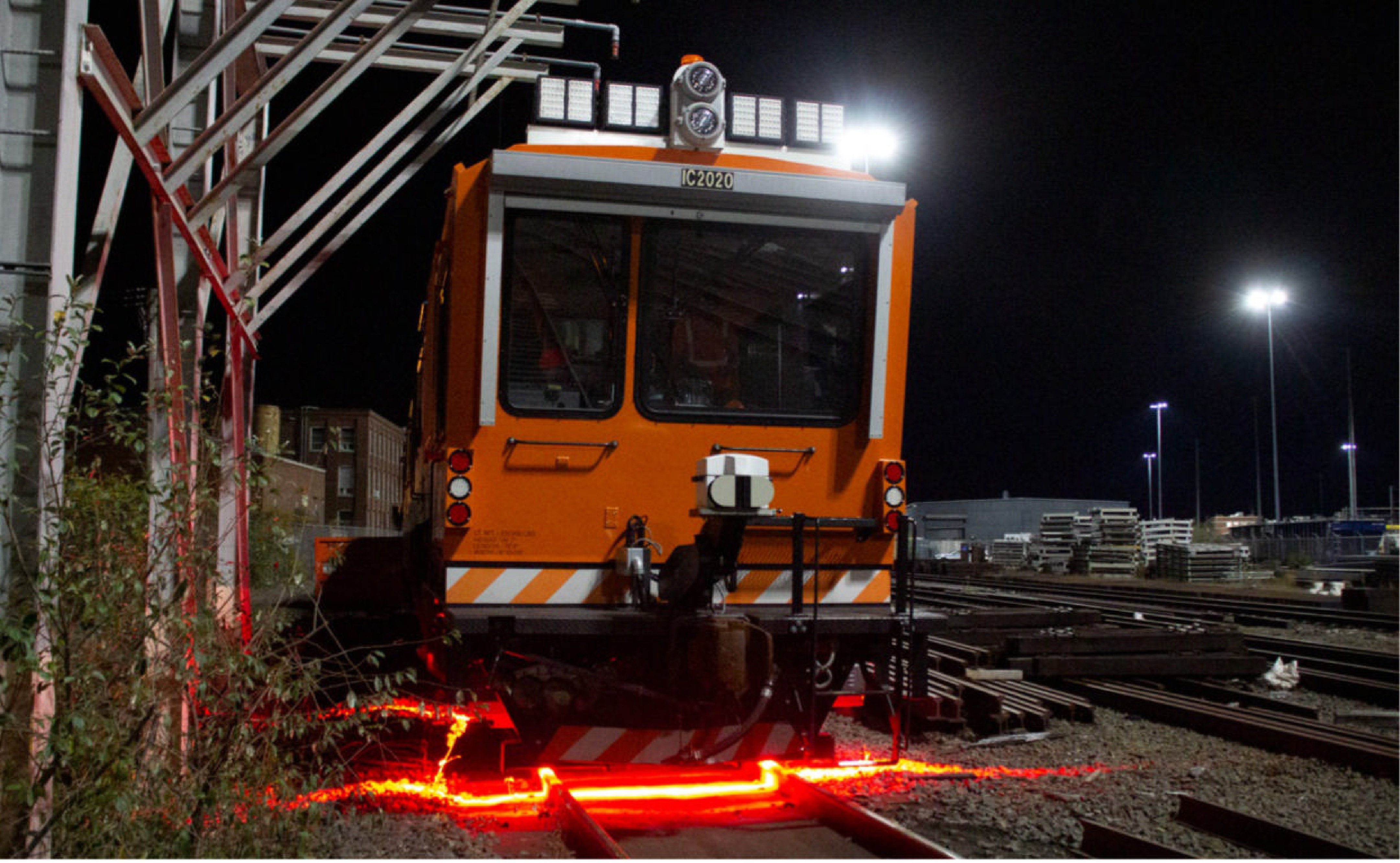
- A rail profile measurement system. "This gives you a real-life, real-time visual of the rail profile," Stewart says. "You can actually see your rail, and superimpose it into a template. Any defects it finds, it's marking them."
- A rail corrugation measurement system, from Australian firm PRT, showing the interaction between the wheel and rail. "You're going to see all the roughness that happens there," Stewart says. "It's going to output as a graph, with the exception thresholds, as well."
- A deployable-axle gauge restraint measurement system (GRMS, pronounced "grimace"). This detects if any widening of the gauge is occurring. "This is a very complex system," Stewart says. "It comes with its own suspension. It's completely independent." More on this later.
- A joint-bar inspection system, with two cameras facing the rail at 45-degree angles to take joint-bar inventories that can spot gaps in the rail, missing bolts, or other defects. The image quality from these cameras is absolutely stunning, especially considering that the images are taken when the car is moving at speeds as high as 50 mph.

Steve Botticari, Metro-North senior engineer, geometry and analysis, says this is the system that has exceeded his expectations. "We had talked to a different railroad and they had said they didn't really find it very helpful. But I'm finding it's a lot better quality than I was expecting."

- A track-component imaging system — another downward-facing camera providing a "virtual track walk" to look at ballast, ties, and spikes. "This system is prime for machine learning algorithms as well," Stewart says.
- A ride quality measurement system. Acceleration based, it measures the interaction between the carbody and track to indicate potential rough spots.
- A clearance measurement system. This uses LIDAR (light detection and ranging, also known as 3D scanning) to provide an image of the right-of-way that seeks clearance issues. Important around station platforms, on the night of our ride, running on one of the center tracks of the New Haven Line, this is one system of little significance.
- A third-rail measurement system, which records the location of the third rail relative to the running rail.

The inspection car heads north after reaching the end of Track 23 at Grand Central Terminal on June 27, 2022, leading with the theater-seating end, which normally trails. Note the time; given the need to operate when track time is available, inspection is a nocturnal business. Gregory Grice





The laser for the clearance measurement system — projected from the arm in front of the car — lights the ground in front of the car in East Bridgeport. Note the spotlights — the row of white squares, turned off at this point — on either side of the headlight at the top of the car.

- An overhead wire imaging system, and an overhead wire measurement system from Germany's DB Systemtechik. This takes images of the catenary and measures the location and thickness of the wire. (Other than the wire measurement, rail corrugation measurement, and clearance systems, all the systems are by ENSCO.)

There's also a forward-facing camera that takes a high-resolution image that essentially captures what the operator sees. "It also captures the third rail, which is very important for Metro-North," Stewart says.

The laser-based systems mean the car will mostly be dormant in the winter, when rain and snow can impact measurement accuracy. All the onboard technology needs to be kept at a minimum temperature, as well, one reason the car eventually is likely to have its own shop building for winter storage and maintenance. In the meantime, it's plugged in to shore power when not in use. (In a pinch, it has generators to do the job.)

All the information is captured by computers onboard and transferred to computers at Metro-North's engineering group offices at White Plains, N.Y., for further review and both short-and-long-term planning of problems that need to be addressed.

Essentially, all the systems are running whenever the car is operating. The exception would be the clearance measurement system, which requires an arm to be deployed at the front of the car, and on some runs — like this one, when the car is running on the center of three tracks on the New Haven Line — isn't really needed. This is also one of the three systems that restricts the car's operating speed. "For the clearance measurement system, the slower the better, because you get more points (detected by the LIDAR system) if you go slower," Bottacari says. The third-rail measurement system requires a slower speed, about 25 mph.

So does the gauge restraint measurement system, the one with the retractable axle. There's a good reason for this. That system, Bonilla explains, applies a lateral force on the rail to check the connection of the rail to the ties. And that, Bottacari says, makes it "the only system that can derail the machine. So you really need to be safe with that."

"Especially approaching an interlocking," Bonilla says. "You want to pick up the GRMS axle before you hit a switch."

Otherwise, the car is capable of operating at speeds up to 50 mph, but there's rarely a need to run at top speed. On this night, most running is in the 35-to-40-mph range.

Information from all the systems is displayed on a bank of video screens at a work station about two-thirds of the way back in the car's interior. Any of the information on those screens can also be selected for display on two screens above the rear picture window, for officials or other visitors riding along in the theater seating at the back of the car.

"If we have supervisors for the division, and they want to see their strip chart, we can put that up," Bonilla says.

The amount of data on display at the main work station seems overwhelming, but Alexander Grace, manning that spot, quickly explains the goal isn't to watch everything. Most of the information is being recorded for later review. His primary real-time job is reviewing images on the joint-bar inspection system, where the computer indicates it may have found a track "exception," or defect.

> **'(GAUGE RESTRAINT MEASUREMENT IS) THE ONLY SYSTEM THAT CAN DERAIL THE MACHINE. SO YOU REALLY NEED TO BE SAFE WITH THAT.'**

The spotlights illuminate the three main tracks of the Northeast Corridor at the Milford, Conn., Metro-North station during the inspection run east from Bridgeport during the early-morning hours of Nov. 18, 2022.

"You see that arrow?" Grace asks, gesturing to a display on the large screen directly in front of his seat. "When you zoom, it automatically zooms to where the location is. It thinks that's a crack, but that's just glue cracking a little bit.

"That's where you get faulty exceptions, where you have to inspect them a little bit for you to decide." With a keystroke on the computer, he clears the image in question away, indicating it is not, in fact, a fault. Understandably, the preference is for the computer to be overly sensitive.

The ease with which he can determine whether there's an issue — and the remarkable clarity of the image he can use to do so — helps underline how the car can improve joint-bar inspection, compared to the traditional manual examination.

"You send a guy out there with a 3-foot steel straightedge and a foldout ruler," Bonilla says, "and they're not going to get out there on their knees, with every single pair of joint bars, and measure the gap between the rails. Is there a differential between the height of the heads? It's just too much, you know?"

The car is not just providing more accurate measurements that previously came in slow and somewhat grueling fashion. Mostly, it is providing information Metro-North has never had.

"The only thing we were contracting out is the track geometry," Bonilla says. "Everything else, we were not doing. … So it was a lot of things that we had to get caught up on. And not just caught up on and say, 'Okay, get a third-party contractor to do all of these inspections this year, and oh, we're caught up. We had everything measured this year.' Then it doesn't get measured for 20 years.

"It was, no, we have to have the means to do it every year. And at will. Whenever we put a track back in service, now we can run it and we can see where we land."

As an example, she points to a project that, at the time of our ride, had the north end of Metro-North's Harlem Line to Wassaic shut down for major track work. "After they're done surfacing and everything, it will be nice to run the car through and say, okay, geometry's good, distances to our platforms are good, instead of having to work out the timing to have [a third party] come in to run that."

The car is just one piece of the effort to gather more track data, which previously was only obtained through system-wide runs twice a year. Now, in addition to the inspection car, there are three revenue trainsets with autonomous track-geometry equipment gathering information on a regular basis.

The intent of all this information gathering, Bonilla says, "is not to find the daily defect. We want to find what we need to do system-wide to plan for next year in our five-year plan, that sort of thing."

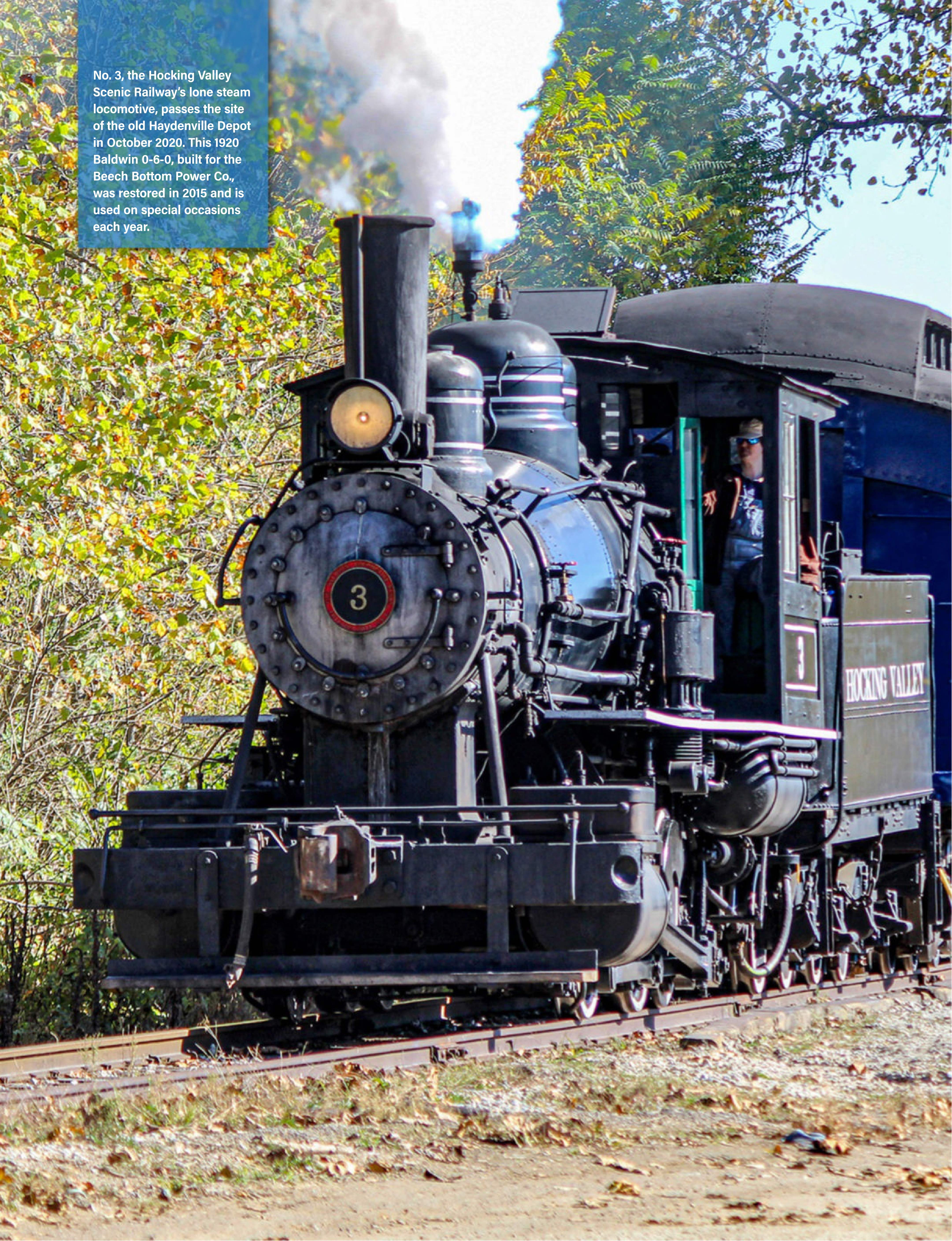
But it certainly does find those defects. And when it does, that information is shared with the track maintenance crews, who have found that, yes, the trouble spots identified by the car (and the autonomous units) are genuine.

"They were more accepting of the data when it was initially sent," Bonilla says. "… It was like, 'Okay, yeah, this can help me.

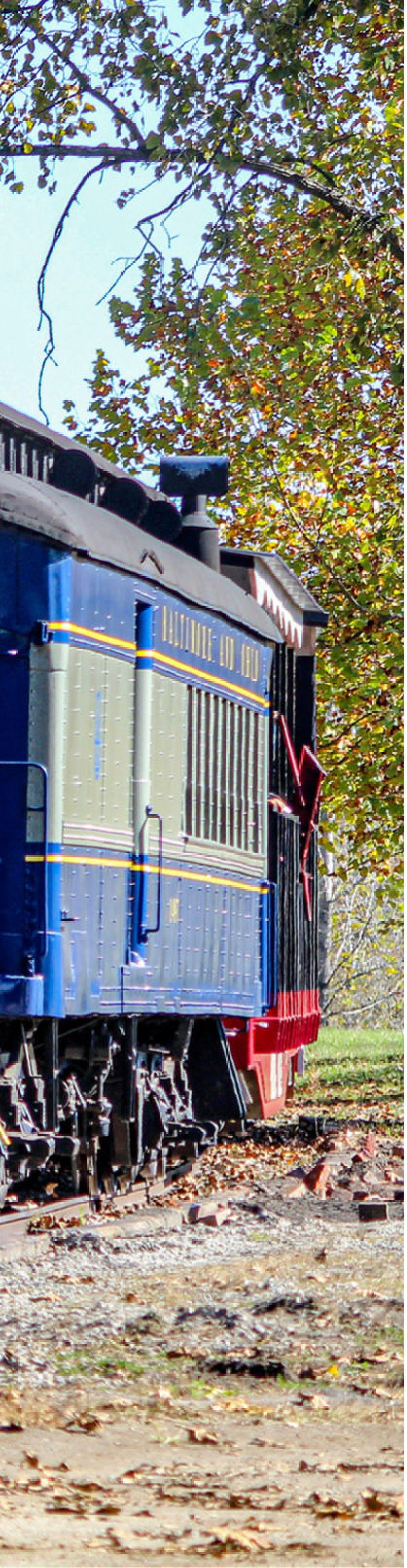
"It takes a while just to get everyone on board and feeling comfortable with it. Because the initial feeling is like, 'Oh, you're going to find something and they're out to get us.' No, guys, let go of that. We're here to help."

Think of it as taking advantage of Metro-North's 2020 vision. I

'THE ONLY THING WE WERE CONTRACTING OUT IS THE TRACK GEOMETRY … SO IT WAS A LOT OF THINGS THAT WE HAD TO GET CAUGHT UP ON.'



No. 3, the Hocking Valley Scenic Railway's lone steam locomotive, passes the site of the old Haydenville Depot in October 2020. This 1920 Baldwin 0-6-0, built for the Beech Bottom Power Co., was restored in 2015 and is used on special occasions each year.



50+ years on track

The Hocking Valley Scenic Railway marks a half-century on a historic Ohio route

Story and photos by Isaac Miller

When Dan Sudlow was asked to operate a crane for the Hocking Valley Scenic Railway, he had no idea he would be leading the organization nearly a decade later.

Sudlow, 59, became president of the railroad during a difficult time but he persisted and is helping the railroad thrive as it celebrates over 50 years of operation. The HVSR is a non-profit 501(c)(3) tourist railroad in Nelsonville, Ohio, in Athens County about one hour southeast of state capital Columbus. The railroad has been operating historic train rides since 1972 as part of its mission to preserve, restore, and operate railroad equipment for education and entertainment.

The railroad uses 12 miles of track between Nelsonville and Logan. The line has a rich history as a section of the original Hocking Valley Railway, the largest railroad located entirely within Ohio. The line was built to move coal and connected Toledo, Columbus, Athens, and Pomeroy. Eventually, the Chesapeake & Ohio Railway took over the Hocking Valley and continued to operate the lines. The abandonment of lesser-used track led to the HVSR's beginning in 1972.

Let's do dinner

Today, 51 years later, the railroad is still doing what it was founded to do under the guidance of Sudlow, the organization's president since April 2020.

"I started when COVID hit, so I had my hands full," Sudlow says.

Like many other businesses, the Hocking Valley Scenic faced pandemic-related concerns, but Sudlow had plans to keep trains rolling. With a recently acquired Southern Pacific/Amtrak diner and Ohio's

The lush southeastern Ohio countryside unfolds before passengers in this view from one of the HVSR's regular excursions. The railroad travels between Nelsonville and Logan, Ohio, and offers different vintage and open-air cars to ride in.

1950 Budd Southern Pacific/Amtrak diner is included on HVSR's elegant dinner trains and other special event excursions. The railroad is also converting other cars to be used as table cars with the diner, enhancing the service aboard the popular dinner trains.

only regularly operating, standard-gauge steam locomotive in his arsenal, Sudlow took action.

"The railroad had room to grow, and I saw that," he says.

The diner, ex-Amtrak No. 8528 (originally Southern Pacific No. 10213), was purchased from the national passenger carrier in 2019. The car made the trip from Beech Grove, Ind., to Nelsonville that December and immediately entered the shop. The dinner train began in early 2020 and proved to be popular. Then COVID-19 restrictions prevented its operations for much of the year. In early 2021, Sudlow planned a series of Valentine's Day dinner trains. After Friday and Saturday trains sold out, a Sunday train was added and sold out within an hour. Sudlow knew that dinner trains opened up doors for railroad growth.

"It put the railroad on the map for dinner train excursions," Sudlow says.

More dinner trains were added as the year went on, selling out quickly, and generating favorable reaction on the railroad's Facebook page. The BBQ and Brew Trains with local restaurant Starbrick BBQ have also become popular. The barbecue trains are occasionally powered by No. 3, a 1920 Baldwin 0-6-0 built for the Beach Bottom Power Co. Murder mystery trains have also been added to the schedule.

Aside from the diner, the railroad has one other permanent table car. A second one is now being converted. Plans are underway to improve the dinner trains by building an elegant table car converted from a former Canadian Pacific lightweight coach. Sudlow's long-term goal is to take the dinner trains beyond the HVSR right-of-way at Logan, toward Lancaster on the Indiana & Ohio Railway.

Wanted: crane operator

Sudlow's involvement began when the railroad needed a certified crane operator for a project. A friend, who was a member, asked Sudlow to help as he was qualified.

"I went down and never left," he says.

He started as a ticket collector and later moved into the locomotive as an engineer. Experience allowed Sudlow to climb through the railroad's ranks as a board member and later vice-president mechanical, a position he still holds.

"My mechanical ability was noted, so I was asked to run and won," he says.

Sudlow's mechanical expertise has led to a number of projects being completed including repainting rolling stock, building new open-air cars, building a new power car, and keeping the steam locomotive in service.

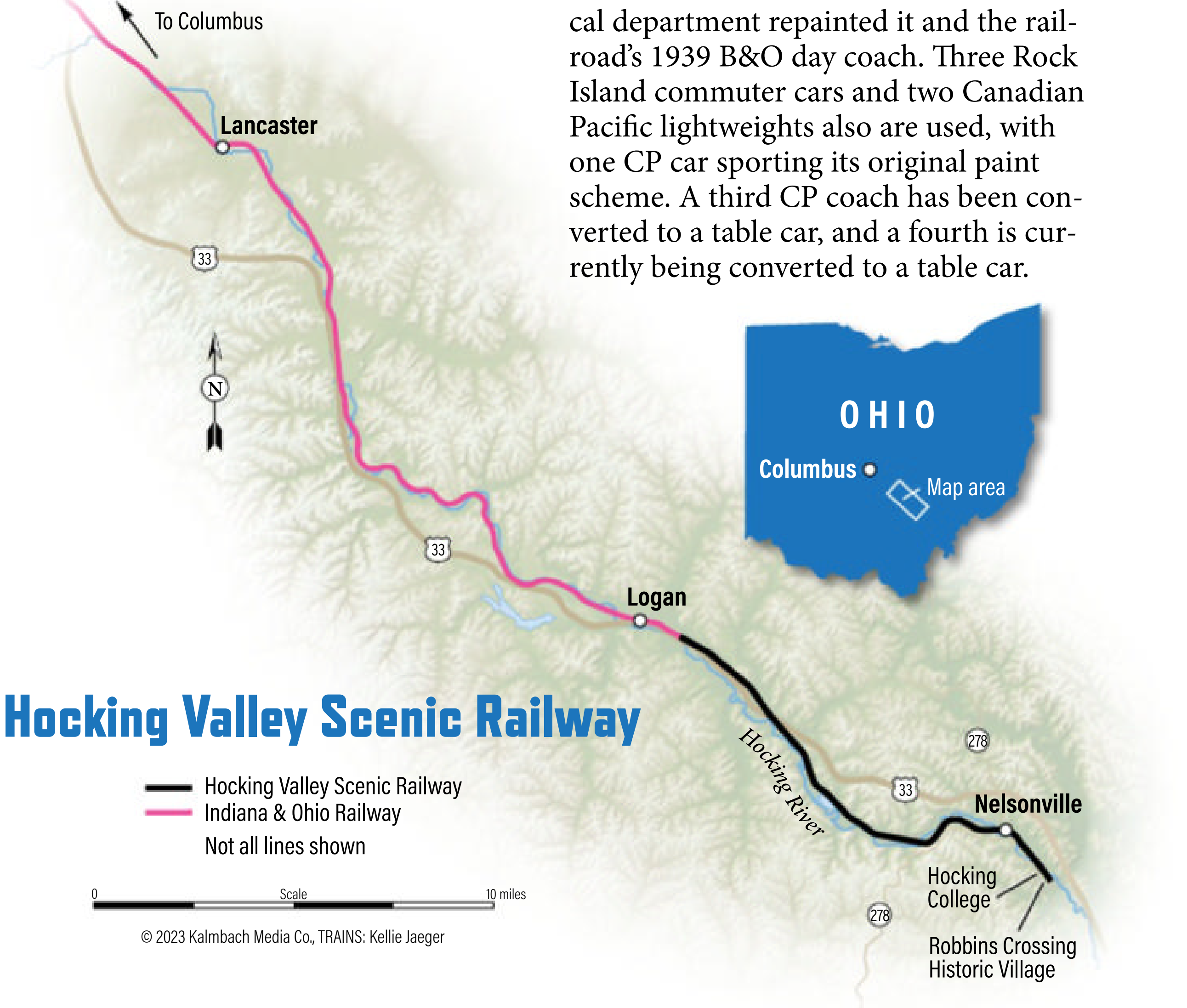
While many volunteers are involved with the railroad, there are a handful of paid employees, especially in the shop. Sudlow had only one paid mechanic when he started but has since hired several more.

The fleet

The shop, or engine house, is a large red three-stall building. The middle stall contains an inspection pit and drop table to remove axles. The building also serves as the primary restoration facility and the home to the railroad's active locomotives.

Three vintage diesels and a steam locomotive power trips out of Nelsonville. Former C&O GP7 No. 5833 and GP10 No. 701 (ex-Illinois Central GP9 No. 9307) are the railroad's primary motive power. A rare U.S. Army Baldwin RS4-TC diesel, No. 4005, sees frequent switching use, and also occasionally runs passenger service. Beech Bottom Power Co. No. 3 is Ohio's only regularly operating, standard-gauge steam locomotive. Since its 2015 restoration, No. 3 has been used on select dates each year, except 2016 and 2017 when it underwent repairs. The railroad also owns U.S. Army 45-tonner No. 7318, which is under repair, and No. 8122, a rare World War II-era Whitcomb 65-ton diesel. The Whitcomb is currently on display in a HVSR scheme, but plans are to return it to military colors.

Aside from the dining car, the railroad's active passenger car fleet boasts eight enclosed and three open-air cars. The oldest active coach is a Baltimore & Ohio combination car (or "combine") built in 1916. In 2019, Sudlow's mechanical department repainted it and the railroad's 1939 B&O day coach. Three Rock Island commuter cars and two Canadian Pacific lightweights also are used, with one CP car sporting its original paint scheme. A third CP coach has been converted to a table car, and a fourth is currently being converted to a table car.



© 2023 Kalmbach Media Co., TRAINS: Kellie Jaeger

Former C&O GP7 No. 5833 runs around the annual all-caboose train before it begins its return trip to Nelsonville. For this event, the train consists of both railroad- and member-owned cabooses. The 3-hour trip features photo runbys and the opportunity to ride in some unusual cabooses.

The three open-air cars are converted former U.S. Department of Defense and C&O flatcars. One is equipped with a hydraulic wheelchair lift installed by the railroad's mechanical department. While the B&O day coach has a generator to provide its own electricity, the other coaches require an external generator. That power comes from one of the railroad's two power cars. The older and less powerful of the two was built from a New York Central transfer caboose. The newer power car has a connection to Hocking Valley history. It was constructed in 1929 in the Hocking Valley's Logan shops as C&O No. 90921. Sudlow purchased a new generator and installed it in the then-caboose skeleton. The car received new wooden siding and a fresh coat of yellow paint that reflects its C&O heritage. The new car, which has a greater power output, debuted on the 2021 Santa Trains. In addition to its passenger cars, the railroad has a number of cabooses on the property. Most are owned by members and used as part of an annual caboose train. There is also a New York Central snowplow on static display near the depot, which gives passengers something to examine before or after their ride.

C&O GP7 No. 5833 waits for passengers to reboard the train after visiting Robbins Crossing at the east end of the Hocking Valley Scenic. The 1952 C&O Geep is the HVSR's primary motive power along with GP10 No. 701, originally an Illinois Central unit that began life as a GP9.

The Nelsonville Depot, an authentic-looking wooden station along the tracks, is the first stop for most visitors. The depot is actually fairly new. It was built in 1982 and is based on an original Hocking Valley Railway depot.

The beginning

The Hocking Valley Scenic Railway was conceived in the late 1960s when railroad lines were being abandoned or sold. A group purchased former Lake Superior & Ishpeming 2-8-0 Consolidation No. 33 and moved it to Columbus for restoration. Plans were made to use a line near Wellston, Ohio, under the name of Salt Creek, but that line was scrapped. Another line, the Monday Creek Branch, had a narrow escape — it was purchased from the scrapper! The route was named Hocking Valley after the line that once served the region. No. 33 and two coaches were moved to Nelsonville in 1972 to start the

Merry Christmas

The Santa Trains feature cars decked out in LED lights. The decorations have become a holiday tradition started by HVSR president Dan Sudlow in 2020. That year the Santa Trains didn't run, but Sudlow had the train decorated for a special run to display the lights for the community.

The big guy himself waves to passengers aboard an HVSR Santa Train. Meanwhile, the Grinch lurks with a wave that hides his true holiday intentions. The Santa Trains are popular and sell out annually. The train ride and lighting decorations draw more than 9,000 passengers to the railroad during the season.

excursion operation. The railroad's childhood was difficult. Since No. 33 was its only locomotive, the smallest of switching moves required firing up the engine. The first "station" was a tarp stretched across poles, but an original Hocking Valley Railway structure was later used.

The first decade was full of adventures: No. 33 was moved to Mansfield, Ohio, to star in the movie *Harry and Walter Go to New York*. And McDonald's Corporation, famous for fast food, donated former Missouri Pacific business car No. 11 to the Hocking Valley Scenic Railway. The car had a rich history that included carrying President Harry Truman. No. 11 and other cars carried dignitaries from Columbus to a welcoming crowd at Nelsonville, where McDonald's founder Ray Kroc formally presented the car to the railroad. However, the lack of practical use for the car at HVSR led to its eventual sale. It now is privately owned and renamed *Sugarcreek*.

The 1980s and 1990s were years of transition. More locomotives and cars joined the fleet, and the current depot was built. Concerns about being landlocked led the railroad to purchase the current route between Nelsonville and Logan in 1984.

The railroad lost its original engine house in the mid-1990s. If that wasn't bad enough, new federal boiler regulations and no shop facility led to No. 33 being sidelined after the 1996 season. A new engine house was constructed in 1999, but No. 33 still required heavy repairs. After years of debate, it was decided to trade No. 33 to Jerry Joe Jacobson and his Ohio Central Railroad System in exchange for GP10 No. 701, which joined GP7 No. 5833, on the HVSR's roster. An additional diesel allowed No. 5833 to receive much-needed rest and repairs. No. 33's departure, however, was not the end of steam on the HVSR.

No. 3, a small 0-6-0, then stored on a yard track, was evaluated for restoration in the engine house and work commenced in 2001 with a complete disassembly. A new wooden cab was constructed to replace the original rotted-out cab, and the boiler shipped away for rebuilding. No. 3 steamed under its own power for the first time in nearly 50 years in May 2015 and pulled its first public excursions that fall. Additional work over the next three years included the installation of a boiler jacket and a facelift to the smokebox. The railroad also purchased No. 3's signature, reproduction Pennsylvania three-chime whistle from Rizzoli Locomotive Works. The locomotive has been in consistent regular service since late 2018.

50 years later

The railroad runs trains year-around, but its current regular season begins at the end of May and runs through October. During this period, trains depart Nelsonville every Saturday at noon and 2:30 p.m., and Sunday at 1 p.m. Ridership rises significantly in October, which prompts the need for two Sunday trains, as well as the addition of Thursday and Friday trains. The noon train travels to Haydenville, and the 1 p.m. and 2:30 p.m. trains travel the full length of the line to Logan and back.

Along the way, passengers can view a number of historical industrial remains including brick kilns, a canal lock, and old company houses in Haydenville. The line crosses the Hocking River three times; each bridge is numbered based on its distance from the former Columbus Union Station.

The locomotive usually disconnects when the train reaches Haydenville or Logan to run around the train; however, this is not always the case. Since the railroad's passenger car fleet has grown, large crowds sometimes prompt trains that are longer than the passing sidings. Trips like this typically require a locomotive on each end of the train.

Most regular trips include a stop at Robbins Crossing, a re-created pioneer village on the campus of nearby Hocking College. Most of the cabins are original and were moved from their previous locations. During the 30-minute layover, passengers can get a glimpse of 19th century life. When it is time to head back to the depot, the locomotive shoves the train west. The conductor carefully watches the track from the west end with a backup hose in hand, calling over the radio that crossings are clear.

In addition to regular diesel-powered trips, there are select dates where No. 3 is used. There is more than meets the eye to the little steam switcher as it regularly handles five to eight cars unassisted at 15 mph. Steam-powered runs often include a runby for passengers to photograph the engine putting on a show.

The railroad also has other special-event trains. One of the more unusual — and popular — offerings is the Robbery Train, a partnership with the local Smoke Rise Ranch. During this event, passengers receive play money with their tickets. Bandits on horseback ambush the train and bring it to a stop, then climb aboard to "rob" the passengers. A family-friendly atmosphere is always maintained, and the robberies are often followed by passengers getting off the train to pet the horses.

The Santa Train is another popular special. This long-running event brings in more than 9,000 riders each year to see the big guy. The Grinch also wanders through the cars to cause mischief. Perhaps the highlight of the Santa Trains is the stunning LED lighting on the cars. Each locomotive and car has its own light pattern. The train is a sight to behold as it travels at night.

The locomotive and car lighting designs are the work of Sudlow's grandson, Justin Sudlow Jr., commonly known as Junior. There was no Santa Train in 2020, but the Sudlows still had a trick up their sleeves. Dan Sudlow told his grandson what he wanted, and Junior came up with some ideas. Locomotive No. 5833 and five cars were decorated and traveled up the line a few nights before Christmas for the community to enjoy. The lighting design was popular and led to its implementation on the regular Santa Train in 2021.

It's rare to see Dan Sudlow without Junior at the railroad. He says there's not much his grandson does not help with.

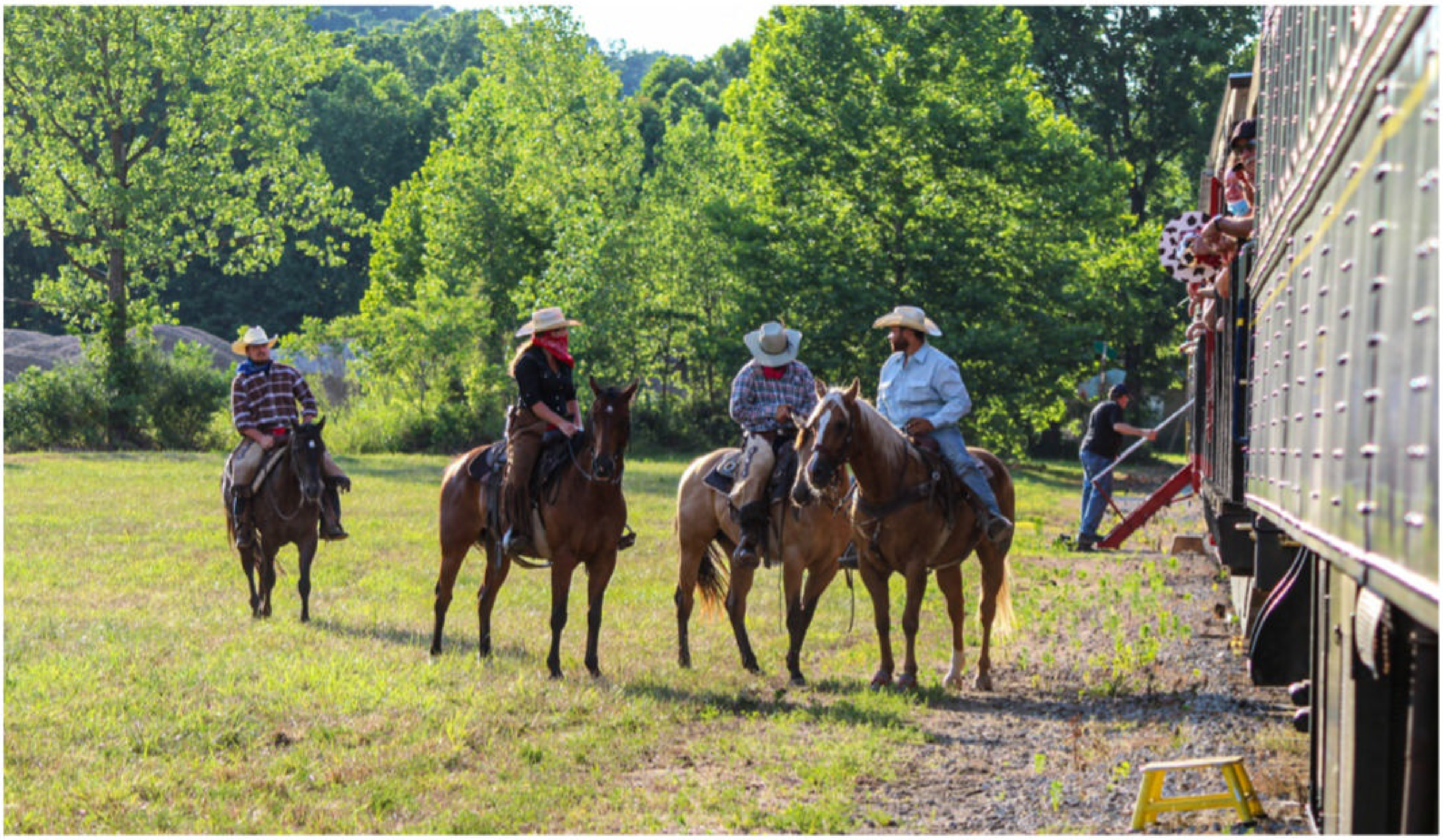
"He helps with just about anything from being a car host to going inside the boiler of No. 3," Dan Sudlow says.

Junior's siblings — Riley and Josh — also help their grandfather around the railroad, working everywhere from the gift shop to the engine house. Sudlow sees the value of getting younger people involved with the railroad.

Running the railroad has not come without its challenges. Sudlow says it is a job to keep personnel "on the same page" and make sure the rolling stock and track are up to par. Being president has still been a beneficial thing for him though.

"I learned to become a better leader," Sudlow says.

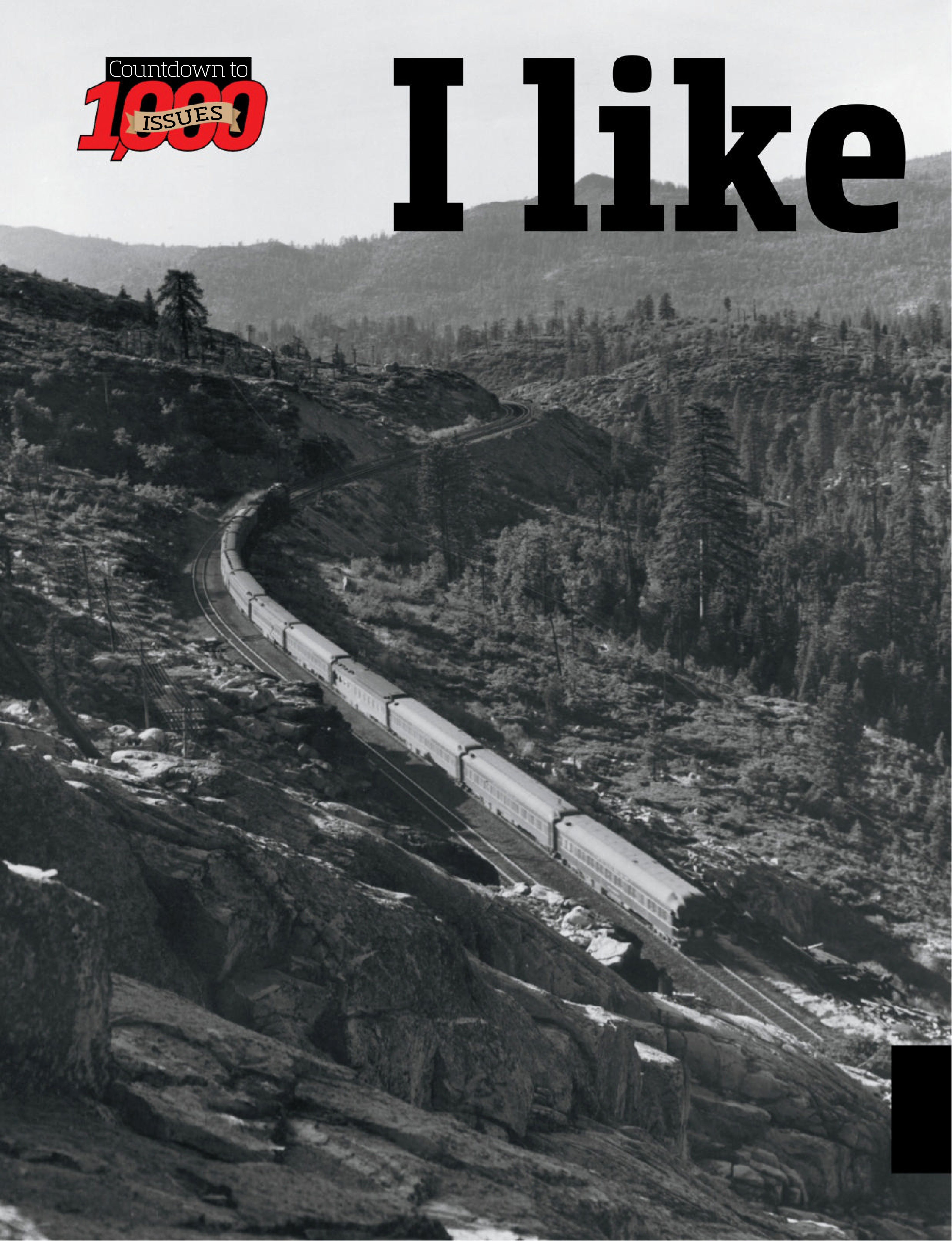
While the Hocking Valley line will likely not see the traffic it did in the late 1800s and early 1900s, it is clear the future is bright for the Hocking Valley Scenic Railway as it looks to another 50 years. I



They have been called "Ohio's friendliest train robbers." As part of some HVSR journeys, the train is waylaid by riders from the Smoke Rise Ranch. Passengers are asked to give up the previously-planted "money" they have and then get to pet the horses — a friendly "crime" indeed.

Countdown to 1,000 ISSUES

I like



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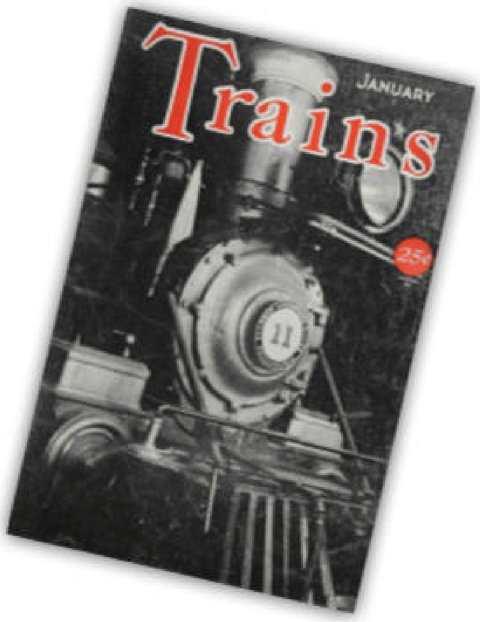

Riding trains is a most interesting and exciting hobby; you can learn things, too

by A.C. Kalmbach

BEGINNING WITH THIS ISSUE, we mark the approach of the 1,000th issue of *Trains* Magazine in 2024 by reprinting a key article from each series of roughly 100 issues. This milestone has staff and contributors scouring through hundreds of stories from November 1940 to January 1949.

Thus, chosen for its significance to the founding of *Trains* is … drumroll, please … A.C. Kalmbach's editorial "I Like Trains" from the January 1941 issue — which was also reprinted in the book, *I Like Trains: Great reading from the magazine of railroading*, selected by David P. Morgan.

As founder of Kalmbach Media, Al laid the groundwork for future creatives. His love for trains and versatility in this field as a business owner, printer, writer, photographer, talent scout, and railroad historian, set him apart, challenging us to strive for greatness. This article, as the unspoken mission statement for the brand, has instilled Al's passion and ingenuity in us all as we trudge through the happy world of railroading, channeling him as we go. — *Nastassia Putz*

Under the vast dirtiness of the station shed there's a smoky, oily train smell. It's as distinctive and, to me, as pleasant as the fresh smell of farmland in spring. Air pumps throb up ahead, men shout, mail and express trucks bump about, and steam traps hiss angrily. All about is an undercurrent of excitement, people saying goodbye, trainmen checking watches, enginemen eternally fondling their beasts. There's no walk quite as exhilarating as that stroll down the platform past luxurious bright windowed lounge cars and cozily curtained Pullmans to the porter or brakeman who says, "Right in here, sir."

It's fun to ride on trains, to doze in a coach to the musical accompaniment of the spinning wheels, to thrill at the puffing of the exhaust as the engineer takes the grade on high, to speculate on the passengers who come and go at the stops along the way, to check the running time as it catches up with or drops behind the timetable. It's fun to walk down the green-curtained aisle of a sleeping car and drop off to sleep with the realization that in the morning there'll be new places, new people, new scenes. It's fun to get out on the observation platform in the early dawn with the mist still rising from the fields and the chill of night in the air. Trains are great things; great to look at and admire, but most of all, great to ride on.

Some people like locomotives, some like tracks, some like signals. To me the Pullman car is perhaps the grandest institution of all. It's a hotel on wheels which saves days because it allows me to go to sleep in one city and awake in another. But it's more than that. It somehow symbolizes the development of the railroad industry. It brings to me visions of those years when trains ran only by day, and then of the early sleeping cars with hard wooden bunks, then the original No. 9 by George M. Pullman, and the ornate "palace" creations which rode the rails at the turn of the century. How different now, when Pullman cars are an accepted part of daily life, simple and utilitarian, and yet with every comfort of the best hotels. What a far cry from the days when pine knots were burned on the pilot at night to the present when, under the guidance of automatic block signals and train control, we go to sleep in a Pullman car as safe as though we were home.

My very first Pullman ride was on a night express of the Pennsylvania Railroad from Pittsburgh to New York. It seemed I never slept a wink. Conservatively speaking, that train must have gone a thousand miles an hour down the east side of the mountains. It slapped on brakes and then speeded up. But that excessive imagination of the inexperienced night rider has long been gone, and I sleep as well as anywhere else, especially since I found a cure for curtainitous, that strange malady that makes Pullman sleepers wake up every now and then to lift the window shade and see where the train is. I buy an upper berth now — no window and no shade to lift!

In my upper berth I dream of the twin ribbons of steel which extend from wherever I am to wherever I want to be. It is these steel rails which tie together our country, for the United States is big; it could easily be half a dozen or more independent nations. But it grew up with the railroads, and good

***The* Pacific Limited *nears Yuba Pass* … Southern Pacific No. 14 east (No. 21 west) climbs the Sierras on the line of the old Central Pacific, pulling a string of sleek Pullmans upward toward the summit. It was on these slopes that Chinese coolies toiled with picks and pushcarts to cut Engineer Judah's grade in the great transcontinental race with the Union Pacific.** Southern Pacific

transportation brought with it political unity.

Perhaps with our streamliners and our vacation jaunts across the country we overlook the geographical greatness of our United States. Pacing the miles at 60 per on a passenger train, we again gain perspective and we realize the scale of our states as no mere maps can show it to us. The Easterner who can go through three of four states before luncheon realizes the size of the West only after playing nip and tuck with water stops, and nothing much else, for a whole day across Utah desert on the *Challenger*. He is astounded to find that if he goes to sleep on a Southern Pacific train just out of San Francisco in the early evening, he may wake up in the early morning still in Northern California en route to Oregon. The spacious apartments of the transcontinental limited seem rather a bit of folderol until one spends two nights and three days living aboard train from Chicago to the Coast.

Of course the streamliners have changed things some, but the inverse experience of dining in Chicago and breakfasting in Denver with a bit of dreaming on a *Zephyr* in between, while rather numbing, only serves to emphasize the distances. And, if you will, stand with me in the chilly dark of early morning down in Gallup, N.M., the Wednesday before Thanksgiving, waiting for *El Capitan*, which will bring me to my family in Milwaukee by 10 Thanksgiving morning — six states and 1,600 miles away! Detroit is hardly more than a suburb of Chicago and Los Angeles is only overnight from Salt Lake City.

The scenery always seems prettier by train. "But," my friends say, "you can't stop a train when you see a beautiful view." No, I can't, but sometimes the railroad does. Twice a day the *Scenic Limiteds* pause in the cool depths of Royal Gorge while passengers file out to crane their necks at the canyon rim far above. The Pennsylvania trains always slow as they round the Horseshoe Curve, and many a service stop is in the midst of ruggedly beautiful country. Even without stops, I am unalterably free to look to my heart's content. There's no

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Trains 25¢ for DECEMBER
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Photo-Special
1064
JANUARY Trains 25

***Michigan Central's first and second 58 wait at Illinois Central Station* ... Chicago's Central Station is the IC's northern terminus, but, like all Chicago stations, it's used by many different railroads. Here is MC No. 58 in two sections bound for Detroit, Buffalo, and New York. The train is called the *Niagara*. It leaves Chicago at 8 p.m., taking 21 hours to reach Manhattan. Through cars run via Niagara Falls. Other railroads from Central Station are Big Four and the South Shore Line.** F. T. Richardson

need to watch the road as the *Olympian* winds high up on the west side of the Continental Divide with Butte set like a cluster of doll houses far down in the valley below. There are no signboards to mar the view as the *Empire Builder* glides through the late afternoon along the south shore of Whitefish Lake. And if the low slanting rays of afternoon sun bother, there's no need to squint at them through a windshield. Just change seats to the other side of the train and enjoy the beautiful effects of lengthening shadows on hills and trees and buildings.

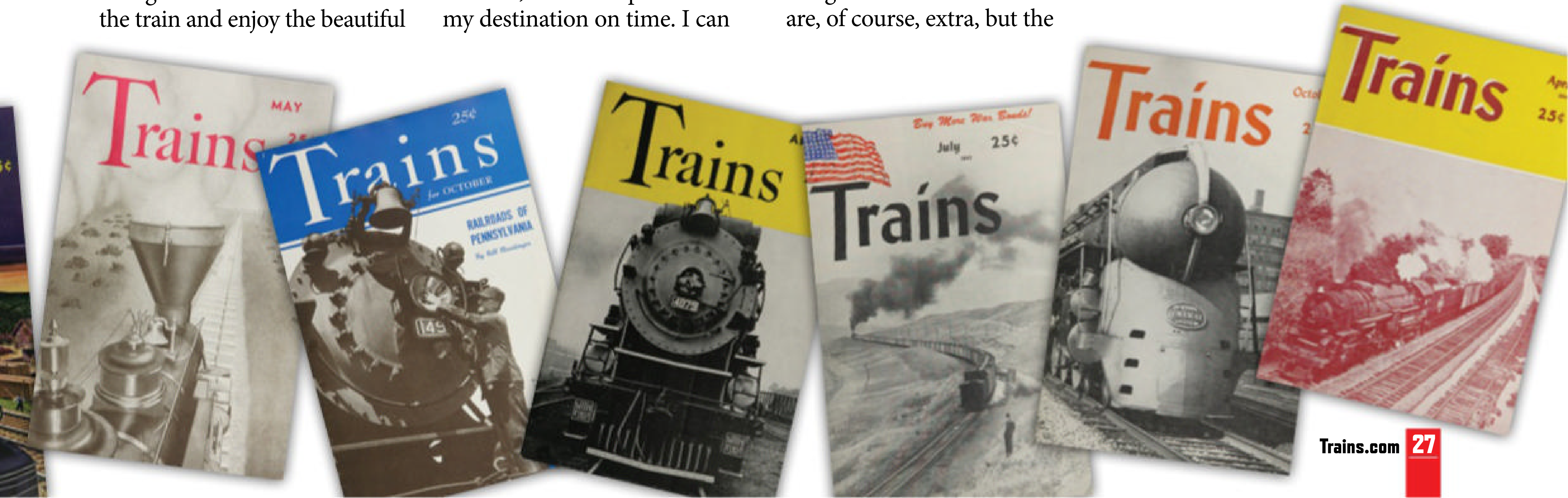
Scenery along many a rail route stretches on and on, hour after hour, and who needs to stop and gape at one spot if there is a continuous succession of spots until the sun goes down? There's that day when the *Exposition Flyer* takes you up from Denver to the Moffat Tunnel, around high curves from which you can see endless miles of great plains stretching out toward a curve that is the eastern horizon, when you run for hours through the heart of the Colorado Rockies and along the upper reaches of the Colorado River in Glenwood Canyon. There's another day on the Spokane, Portland & Seattle, traversing the Columbia River gorge, fresh, green, and lovely, yet magnificent in its size. There's a day on the Lackawanna, sitting at ease in that unbelievable lounge-coach looking out of wide windows at the Delaware Water Gap, at the Pocono Mountains, and at the green of southern New York State.

Trains are not only for him who cranes his neck at scenery. They are for him who likes to plan in advance. When I make business dates in other cities I like to keep them, on the dot. Snow or sleet or rain or zero weather, the trains put me into my destination on time. I can plan my time definitely with a timetable. Some people tell me it's fun to be carefree about traveling and to take a chance on finding a good stopping place each evening. But the vagabond nature is not mine, and even if it were I'd still prefer trains, for, after all, with frequent schedules and liberal stopover privileges, it's easy to travel as one wishes.

Even seasoned travelers do not always know of the flexibility of railroad ticketing. Stopovers, and on most classes of tickets you can stop off at any station or stations within the final time limit of the ticket, are but one desirable feature. Optional routes and free side trips add to the number of cities which can be included in one trip, and the cost is low because in buying railroad transportation one pays for the mileage from starting point to destination via the shortest route, regardless of the fact that the actual trip may be many miles extra. If you really want a bargain, take the Western Transcontinental round trip fare of $65 coach, $74 tourist Pullman, or $90 first class between Chicago and San Francisco, covering a circle from Chicago to Winnipeg, thence to Vancouver, down the Pacific Coast to Los Angeles, and return via New Orleans, a trip of some 7,000 miles, depending on exact routing, at the price of 4,500 miles! Into a routing of this kind one can work almost any conceivable variety of stops or scenery, and an amazing number of entirely free or nominally priced side trips to off-line points such as the national parks, or the Pacific Electric to Hollywood or Long Beach. Pullman berths are, of course, extra, but the cost of these accommodations is usually less than one would pay for a hotel room, or, if time is no object, schedules on most lines permit stopping in hotels overnight and saving all the scenery for daytime.

Many of the ticketing features are revealed by casual study of timetables, and any passenger agent is glad to help arranging trips to take advantage of less obvious routings and fare arrangements. Study of any railroad's individual time folder will show the various routings over its own lines by which tickets between certain points are good. For instance, long-distance east and west tickets on the Pennsylvania are good via Washington and Baltimore as well as by the direct main line from Harrisburg to Philadelphia. From Milwaukee I can go to Madison, Wis., either direct (83 miles) or via Janesville (112 miles) for the same price. Timetables also tell of optional honoring arrangements. Eastern roads have attractive round-trip fares, but these fares are good only if the ticket reads via the same railroad in both directions. But, New York Central tickets are good on the B&O and Pennsylvania, and vice versa. So, at round-trip rates, one can go from Chicago to New York via any NYC route and return via Pennsy or B&O.

The timetables themselves intrigue me. That 1,500-page book, the *Official Guide of the Railways*, at $2 per copy, is reading matter for many an evening. Does the *National Limited* stop at Oakland for *a*, and what is *a* anyway? "To leave from Washington, D. C.,



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and east." And what becomes of the 12-section Pullman that goes west on No. 33? What kind of connections can one make from Saginaw, Mich., to Cincinnati? And who wouldn't get nostalgic for a train ride after looking over the schedules of the *East Wind* and the *Flamingo* and the *Black Gold*? The very names of the trains have an aura about them.

The people I've met on trains are almost as interesting as the routes and the trains themselves. There were two dear old ladies who sat behind me on the *Daylight* as we started the climb out of San Luis Obispo north to the Santa Margarita Tunnel. We had put on the usual helper at San Luis Obispo, a plain black business-like 4-8-4 coupled on ahead of the streamliner. As the train slowly and laboriously pulled into the Horseshoe Curve part way up the mountainside, one of the dears pointed to the engines and said, "No wonder we're going so slow. That nice new fast engine has to push that old one ahead of it."

A youngish, well-built man who stood with me on the observation platform of the D&RGW's *Scenic Limited* one afternoon, and who seemed to know something about the road, turned out to be trainmaster of the division, and at Salida he introduced me to two division superintendents. All were going on this same train to Grand Junction. Since the three of them wanted a fourth at bridge, and as I was interested

Trains
May
25¢
Trains
July
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August
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Trains
STOP
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Trains

Try a one-man_fan trip next time you ride the Central ...
Seventeen NYC trains will stop for you at Westfield, N.Y., on the Buffalo-Cleveland section of the main line. Here you can take a fascinating side trip to Jamestown on the Erie Railroad — up the bluffs on a zigzag, crossing a branch of the Pennsy, running for 20 miles along the shore of Lake Chautauqua, riding in steel cars of the Jamestown, Westfield & North Western Railroad. The whole trip may be made practically between train times (of the NYC) and costs little over a dollar. The JW&NW has six interurban coaches, two baggage, four combines, three locomotives, and a caboose. Here an agent loads Railway Express shipments into No. 302 waiting at Westfield. This is on train No. 3 leaving at 9:55 a.m. for Jamestown, 32 miles away. A.C. Kalmbach

in railroads, we played a desultory game over Tennessee Pass while they told me the ins and outs of their railroad and pointed out all the sights. Then we had such a dinner as a dining car chef can serve only to the brass hats, with extra helpings of the Rio Grande's unexcelled Rocky Mountain trout and a tryout of a new kind of pie.

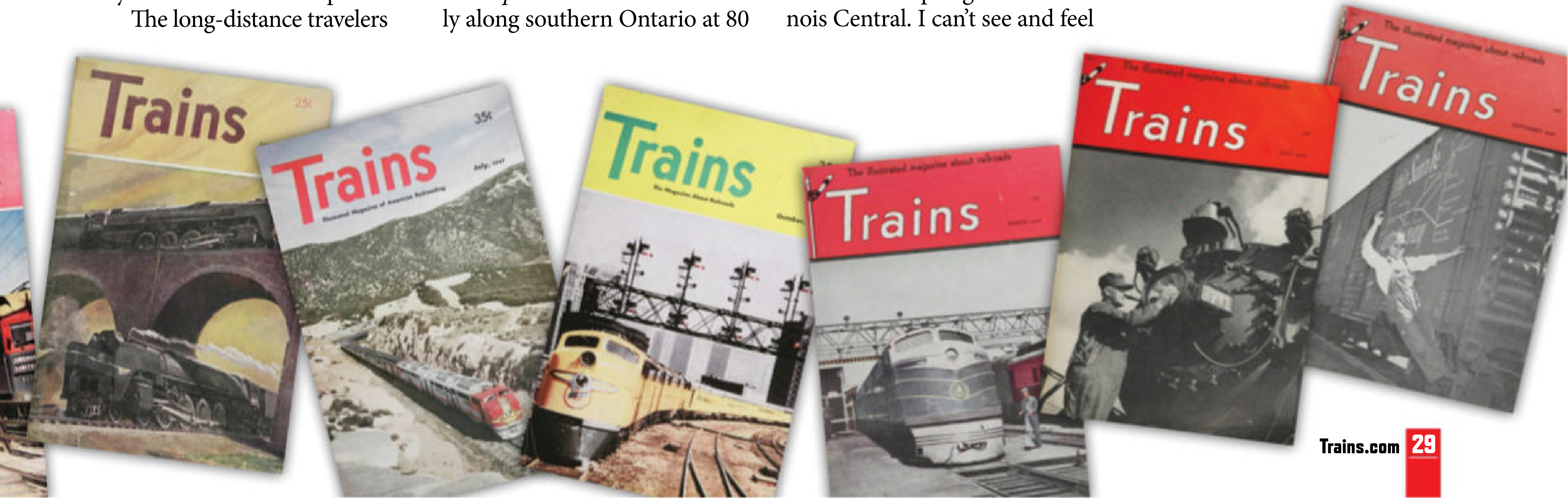
The long-distance travelers on the Western trains are always a friendly lot. It may be merely close association for several days, or it may be a genuinely greater friendliness of Western people. At any rate, there's nothing quite like a trip on the *North Coast Limited* to learn all about the lumber business from some enterprising entrepreneur or about importing from a bright young Japanese who is going the same way you are. A trip East on the *Grand Canyon Limited* may reveal the interesting tidbit that many a Californian turns in his old car and then goes East by train to pick up the new car at the factory and drive it out West. The saving in freight helps pay for the vacation. *The Portland Rose* may turn up a small-town Kansas banker going to see his brother in Seattle, and anxious to while away the time talking about the eccentricities of borrowers.

East of Chicago the travelers are less chummy but equally interesting in a secondhand sort of way. The gray-haired tycoons at the next table in the *Century's* diner are talking of hundreds of thousands and the man across the aisle at breakfast on the *Capitol* is telling his companion that he "told Bob Young he'd get into trouble taking over the C&O." The business man seated at the table with me on the *New York Special* as we rolled steadily along southern Ontario at 80 mph expressed interest in the Korelle Reflex with which I was taking pot shots out of the window and turned out to be next-door neighbor of a friend of mine in Boston. Another chance acquaintance on the same train earned his living as a specialist in putting businesses back on their feet, and told me of many an interesting example in his line.

Overshadowing even all these reasons why I like to ride trains is the simple fact that I like railroads, and there's no place like a train for observing the railroad. For the railroad is not shops and locomotives and roundhouses alone. It is a living organism that stretches across the face of the earth for hundreds and thousands of miles. It is the men who run the trains and the trains themselves, schedules and regularity and service as well as equipment. The railroad is the conductor who smiles as he takes my ticket, the porter who is watchful to see that I get up early enough in the morning, the men in the interlocking towers and station bay windows that flash by. And the railroad is the solid trains of fruit rolling eastward over the Union Pacific and the heavy coal drags we pass on the C&O and the strawberries coming up from the South in spring on the Illinois Central. I can't see and feel all this down at the roundhouse or station. Traveling over the system one can feel the pulse of traffic and see the mechanism that handles it. Whisking into cities through yards and over busy interlocked track patterns, stopping for fuel at isolated railroad towns in the open spaces, crawling past car and locomotive shops, railroad riding is made to order for the man who likes railroads.

No vision of Sunday drivers' Utopia, four lanes wide with no traffic, can lure me away from taking a train ride, sensing the greatness of the railroad business, and being a part of its activity. Little shivers run up and down my spine at the thought that day after day for years this train, though changing in equipment and personnel, has been doing its reliable stint between these same cities. As I stand on the rear platform I thrill to the sight of the brakeman on a passing train lifting his lantern to indicate that all's well with our train. Wherever I am the thought takes me that these twin ribbons of steel extend uninterrupted to my home.

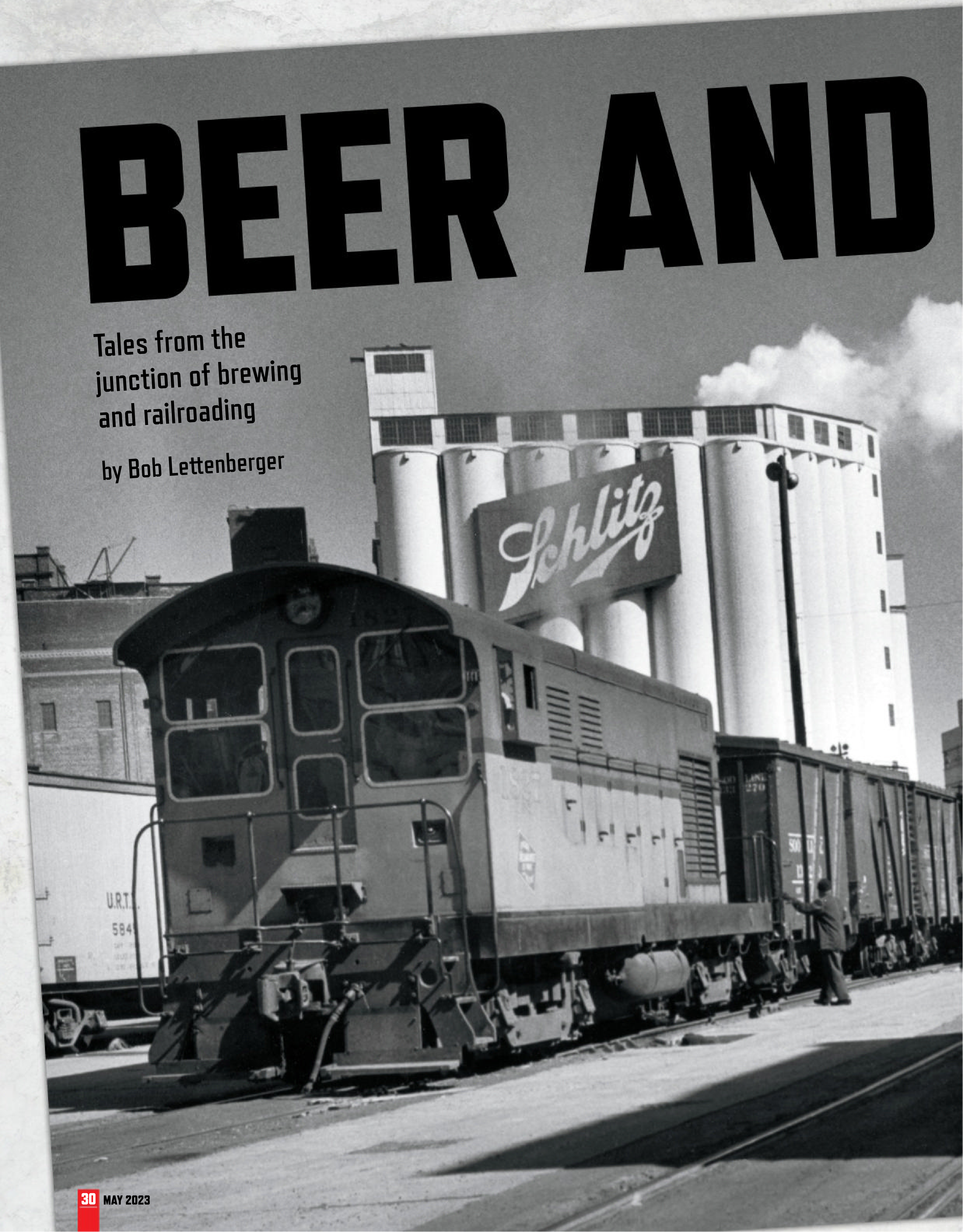
And so, tomorrow, instead of filling my tank with gas, I'll go down to the station and off on the *Forty-Niner* or the *Union* or the *Banner Blue* for a real ride, the greatest ride in the world.



BEER AND

Tales from the junction of brewing and railroading

by Bob Lettenberger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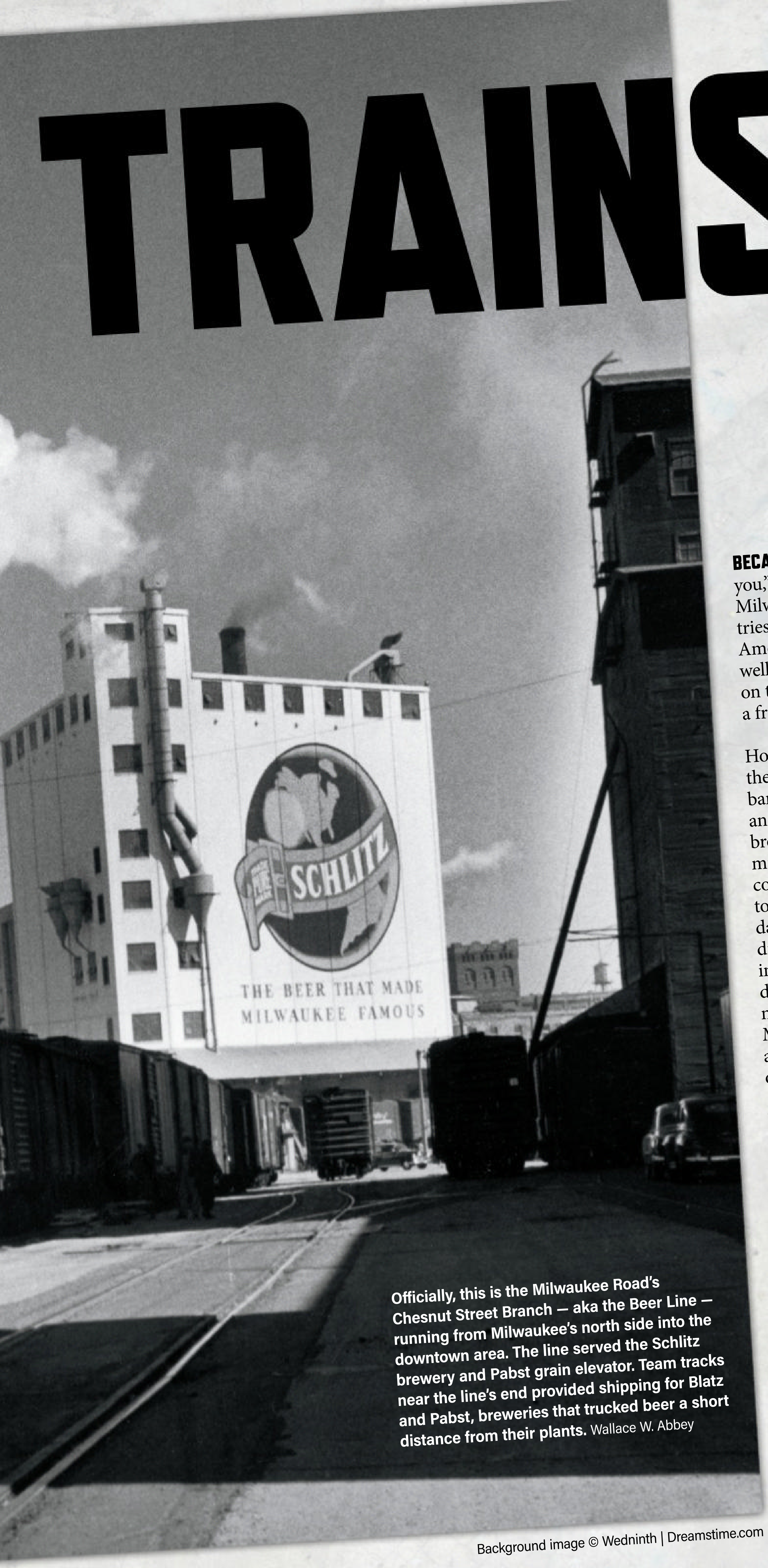
TRAINS


SCHLITZ
THE BEER THAT MADE
MILWAUKEE FAMOUS

Officially, this is the Milwaukee Road's Chesnut Street Branch — aka the Beer Line — running from Milwaukee's north side into the downtown area. The line served the Schlitz brewery and Pabst grain elevator. Team tracks near the line's end provided shipping for Blatz and Pabst, breweries that trucked beer a short distance from their plants. Wallace W. Abbey

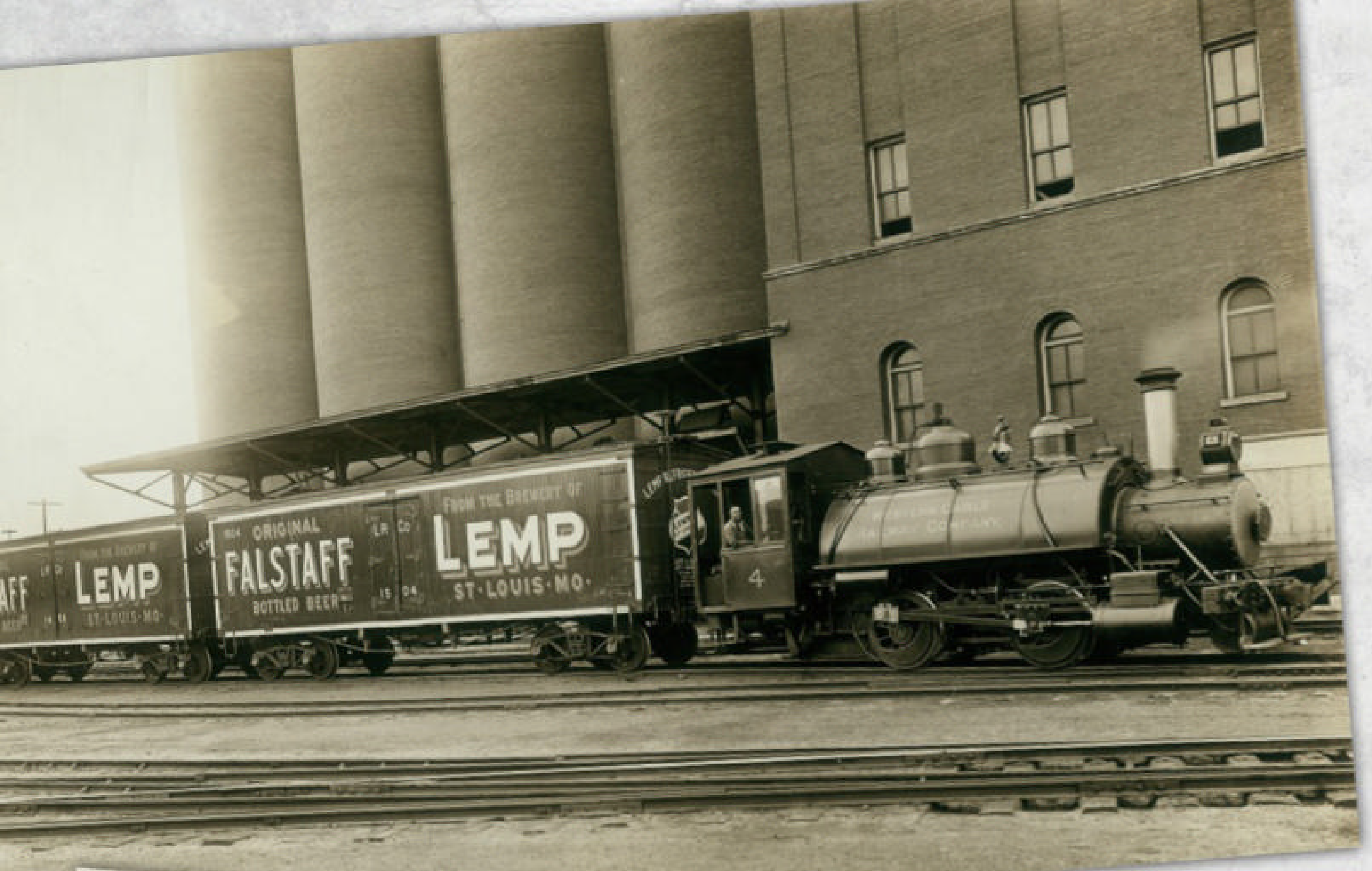
Budweiser
REFRIGERATED "BEER CARS"
Railroads united America in the late 1800s. With 850 specially built refrigerated railcars, Anheuser-Busch became the first brewer to ship beer nationally. Packed with ice and heavily insulated, these "beer cars" delivered Budweiser cold and fresh no matter
where in the country the KING OF BEERS was shipped.
BORN ON DATE

BECAUSE OF THE RAILROADS "This Bud's for you," and Schlitz is "The beer that made Milwaukee famous." As with many industries, railroads had a profound impact on American brewing. The reverse is true as well. The mark left by the brewing industry on the railroads is as bright and colorful as a freshly poured lager.

Travel to the Old West — pre-1876. Hollywood Westerns correctly illustrated the fact that saloons served whiskey by the barrel. Not beer, whiskey. Beer can go bad and, at the time, did not travel well. Most breweries did not distribute more than 20 miles from their plant. Beer had to be kept cold and was costly to produce compared to whiskey. Additionally, the social standards of the time allowed men to drink but frowned on women who imbibed. Hence, men did their drinking in the saloon, corner tavern, or roadhouse. Meanwhile women sipped a glass of wine at home, out of the public eye.

In the mid-1800s, U.S. breweries were categorized as either regional brewers — those relying primarily on their local market, or shipping brewers — those selling their suds beyond local boundaries. The development of a rail network across the U.S. provided brewers with new options and formidable challenges. Shipping was an obvious way to grow but only the wealthiest breweries could afford the additional

Background image © Wednint | Dreamstime.com


FROM THE BREWERY OF
LEMP
ST. LOUIS MO.
ORIGINAL
FALSTAFF
BOTTLED BEER
4

St. Louis railroads wouldn't serve the Lemp Brewery. So, the Lemp family built the Western Cable Railway Co. for switching at the brewery and interchange with other railroads for shipping. Their railroad was the first owned by a brewery. Missouri Historical Society

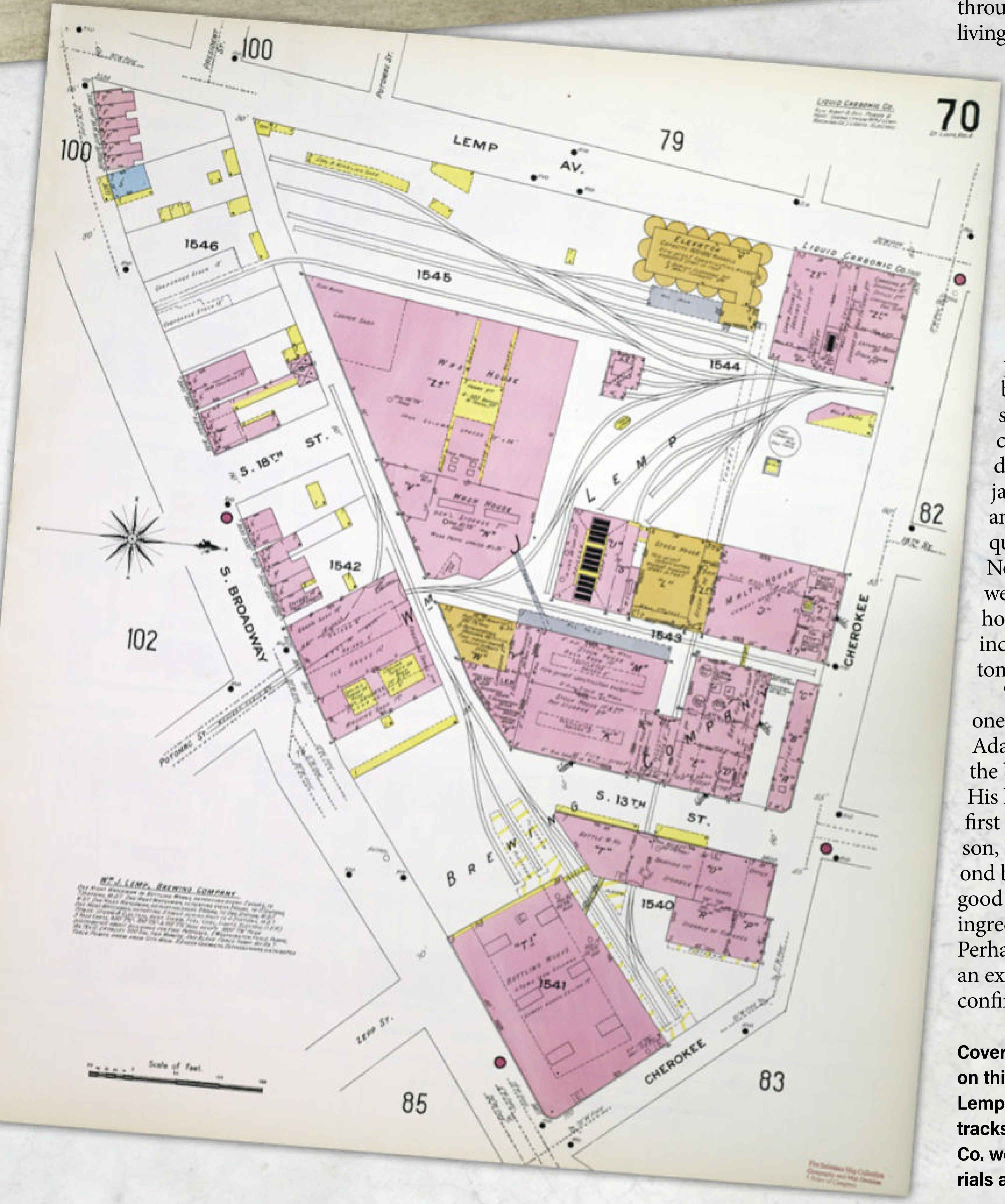
overhead for railcars, extra ice, bottling, packaging, remote marketing offices, bottle return, and all the other facets of shipping beer over longer distances.

As the U.S. rail network grew in the last half of the 1800s, little did we know this new mode of transportation would radically alter our drinking habits. Railroad development set us on a course away from whiskey and localized brewing. Over the next century, the tracks would lead us out of the saloon and corner tavern, delivering our beer through the local grocery store into our living room. With railroad help, our beer consumption was headed straight for the mass-produced national brands we know today.

EXPORTING IN THE COUNTRY

Shipping beer began before pasteurization, which was developed by French chemist Louis Pasteur in 1862. The pasteurization process favored shipping lager beer, as opposed to less stable top-fermenting ales, porters, or stouts. The term Export Lager or Beer came to mean a brewery's best and most stable product suitable for shipping. Temperature control for a long trip had to be addressed. An early, crude solution was to jam-pack a boxcar with kegs or cases and ice — however, the railroads were quick to complain about overloading. No wonder — boxcars in the mid-1800s were generally 28 feet long and could hold only 20 tons. By the 1890s, capacity increased to 30 tons and jumped to 50 tons by the 1920s.

The Lemp brewery in St. Louis was one of the first to embrace shipping. Adam Lemp began brewing lager beer in the back of his grocery store around 1840. His lager proved so successful, he built his first brewery in 1841, outgrew it, and his son, William J. Lemp, built the family's second brewery in 1865. Make no mistake, good beer was the first and most important ingredient in the Lemp Brewery's success. Perhaps next was transporting this brew to an expanding market well beyond its local confines. Exporting was likely begun by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LEMP AV.
LIQUID CARBONIC CO.
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WASH HOUSE
S. 18TH ST.
LEMP
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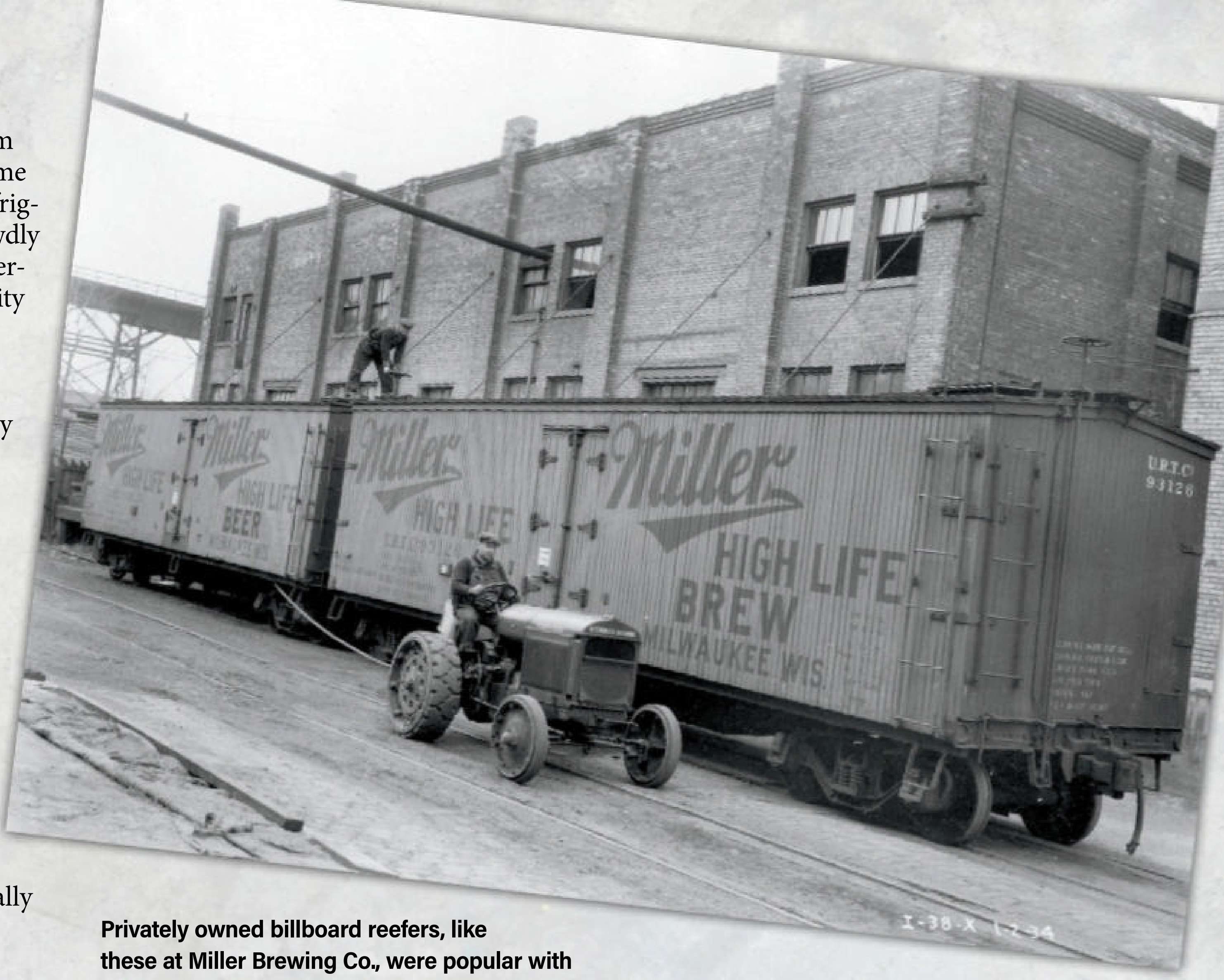
S. BROADWAY
1542
102
1543
CHEROKEE
POTOMAC ST.
COMPANY
S. 13TH ST.
BREWING
1540
1541
W.J. LEMP BREWING COMPANY
LEMP ST.
Scale of Feet
85
83
CHEROKEE

Covering several city blocks, as illustrated on this 1909 Sanborn Fire Insurance map, the Lemp Brewery was a maze of buildings. The tracks of the brewery's Western Cable Railway Co. wove in and around them to deliver materials and ship beer. Library of Congress



Privately owned billboard reefers, like these at Miller Brewing Co., were popular with breweries, but created friction with railroads. The controversy ended with the Interstate Commerce Commission banning car-side advertising in 1937. Wisconsin Historical Society

Adam Lemp in the 1850s. Son William advanced beer shipping — this at a time before pasteurization and artificial refrigeration were the norm. William shrewdly built their new brewery over their lagering or aging cave and in close proximity to their Mississippi River icehouses, both key shipping considerations. Theirs was the first brewery to install artificial refrigeration and they actively nurtured an ever-expanding distribution system. To gain control over railroad objections, the Lemp Brewery built its own railroad, the Western Cable Railway Co., with spurs joining all parts of the brewery to the major rail lines. Lemp's good beer, together with its status as a major shipping brewery, vaulted it into national prominence. In 1877 it was the largest brewery in St. Louis.

This left Anheuser-Busch as the No. 2 brewer in St. Louis. It overtook Lemp in the mid-1880s and soon rose to the top spot nationally with efficient use of railroads, just as Lemp had done.

Adolphus Busch purchased his first five refrigerated railcars in 1876. A year later the Busch fleet had expanded to 40 cars and then exploded to 850 by 1888. The Busch private reefer car fleet coupled with its system of rail-side icehouses vaulted Busch's Budweiser brand toward national prominence.

To control and maintain this export success, Anheuser-Busch established the St. Louis Refrigerator Car Co. during the 1870s and '80s, and organized the Manufacturers Railway Co. in 1887 to service its home brewery.

Milwaukee also deserves recognition as a major suds shipper. Three Milwaukee brewers — Blatz, Melms, and Best (predecessor of Pabst) — shipped beer by rail to inland locations as early as 1852 and to Chicago in 1855. Railroad connections gave local shipping breweries a temporary boost until the 1857 depression caused all Wisconsin railroads to fail financially.

Next came the Civil War, and it was not until the 1870s that railroads again gave shipping brewers a chance to significantly expand their markets. Of the Milwaukee brewers, Best/Pabst, Schlitz, and Blatz made the most of these opportunities. Production figures for 1877 show that Best's two big breweries in Milwaukee produced 120,000 barrels. This placed them second in the U.S., with only George Ehret's mammoth Hell Gate Brewery in New York ahead of them. That same year Schlitz was 10th, Lemp 19th, Blatz 29th, and Anheuser-Busch 32nd nationally. During the next two decades, railroads, along with good beer and smart management, saw the big exporting breweries rise to dominance. Figures for 1895 show Pabst in first place with a capacity of nearly one million barrels, Anheuser-Busch in second, Schlitz third, Blatz seventh, and Lemp eighth. The shipping breweries of Milwaukee and St. Louis were the industry leaders.

There is a twist to the local vs. export sales for Milwaukee's Miller Brewing Co. For a time during the 1890s and early 1900s, Miller Brewing ranked a distant 15th in sales among its Milwaukee competitors when it came to local sales. With the use of concentrated rather than broad railroad shipping, Miller was able to find greater success just a couple hours south in Chicago. By opening a Windy City sales office and sending Miller High Life south by the train carload, Miller moved into the No. 5 position in this bigger city.

One Milwaukee brewer, Charles Melms, whose enterprise would become part of Pabst, embraced shipping with an extensive brewery along the local Menomonee River. One side of the plant was a steamship dock for loading lake boats. The other side of the building was served by two railroads, both with Chicago connections.

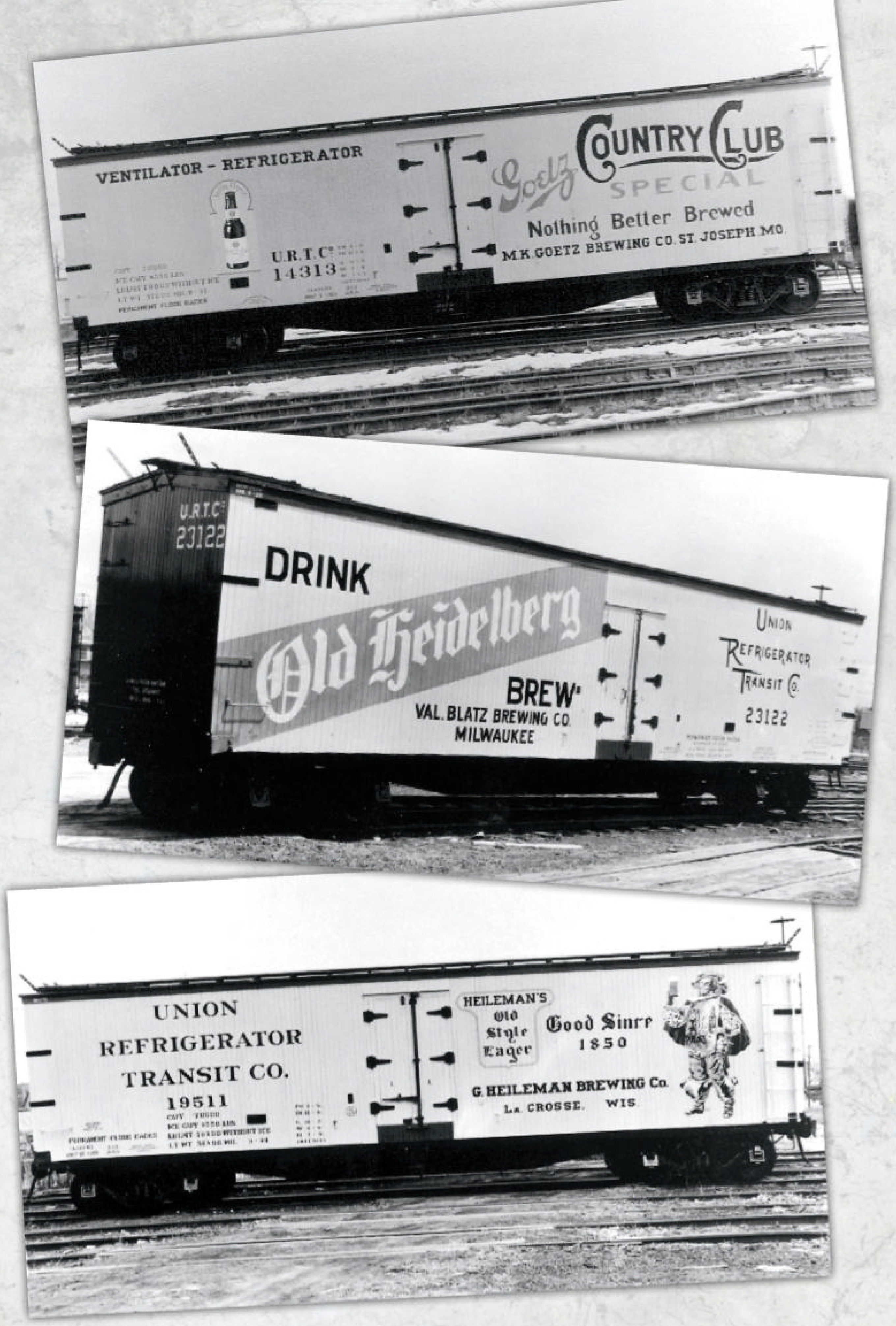
There was an additional social and economic impact to breweries growing into the national shippers. Up to and through the first decades of rail beer shipments, one's beer choice was limited to the single brand sold at the neighborhood saloon, usually owned by the brewery whose beers were served. Generally, a brand was only available in the community that it was brewed or in neighboring towns.

With rail shipments, new brands were introduced giving local consumers greater choice, generally for less cost. When the local breweries could not compete with the new exporters, they began closing their doors, putting hundreds of employees out of work.

Cincinnati's Over-the-Rhine district is a prime example of this side effect. Over-the-Rhine was Cincinnati's German neighborhood and housed a couple dozen breweries. When Anheuser-Busch began flooding the area with cheaper export beer, the local breweries faltered, essentially wiping out the social and economic structures of the neighborhood.

BILLBOARD REEFERS

Refrigerated boxcars — reefers — were first used commercially in the 1850s for shipping perishable foods. As reefers developed into an



The Union Refrigerator Transit Co. was established in 1895 by the Schlitz Brewing Co. URTC leased reefer cars designed for brewery use, allowing even smaller businesses to export their products. By the late 1800s Blatz was exporting beyond Milwaukee. Goetz Brewing and G. Heileman were strong in their local markets, but wanted to grow with railroad shipping. Edward Kaminski collection

integral part of a brewery's operation, it became fashionable to place billboard-size advertisements on the sides of these dedicated cars. This type of boxcar advertising started in the 1870s and lasted until it was curbed by the Interstate Commerce Commission in 1937.

Billboard reefers were a big little problem. In 1900, there were over 1.36 million freight cars on U.S. railroads. It is estimated 5% (68,500) were reefers, of which 54,000 were privately owned, with 14,500 under railroad ownership. Their presence, however, pitted the car owners and brewers against the railroads. The majority of brewery billboard reefers were owned by car leasing companies that were owned by the brewers. In an accounting shell game, the car company would rebate the railroad mileage fees to the brewer. On the books it was more economical for a brewer to use cars leased through their own car company than those provided by the railroad. The railroads did not like losing money this way.

The brewers insisted that their cars be returned clean with no back haul, and that there should be no fee for the cleaning and return service — another idea that did not sit well with the railroads.

If rebates and free back hauls weren't enough, the brewers poked the railroads over reefer cars twice more. The brewers filled their private cars first and as often as possible. During seasonal upswings or as business grew and the private car supply became short, the brewers demanded that the railroads supply reefer cars. This meant railroads had to maintain a reefer-car fleet even if used only a few times annually.

Eventually, railroads complained that the fees they charged covered transportation, not the advertising benefit the breweries realized from what was painted on the car. The railroads felt the breweries purposely routed cars for maximum exposure, complicating car switching and unnecessarily flooding some routes with their cars.

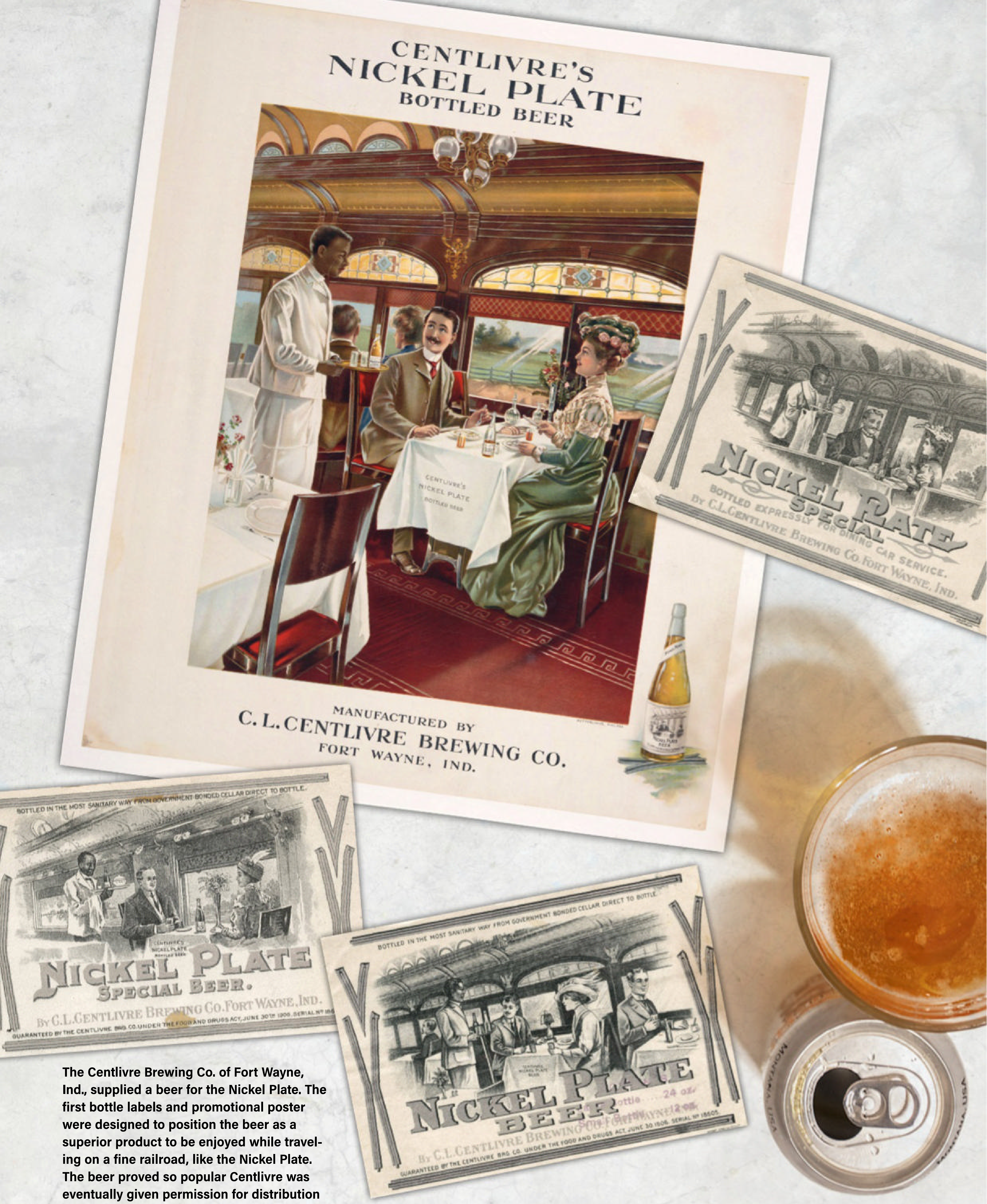
The brewers responded with concerns in kind. They cited instances with back hauls in which cars were returned cluttered with debris, thus requiring extra labor to prepare them for beer shipment. The cars provided by the railroads had varying inside dimensions that led to loading inefficiencies at the brewery. Lastly, with regard to car-side advertising, the brewers felt they could display what they wanted since they owned the cars.

The brewer-railroad billboard-reefer dispute came to a head in 1927 and boiled for seven years. In 1934, the ICC stepped in, ending the fight. The brewers and car owners lost the most in their decision. The rebating was banned. Railroads were allowed to use the cars for back haul with appropriate compensation. Advertising was prohibited on new or repainted reefer cars. Finally, by 1937 all advertising had to be removed from the cars.

THE RULES OF BEER

Depending on which side you were on — management or labor, railroad or passenger — the relationship between beer and railroads ran from sweet and malty to tart and sour. Control over beer has always been a concern in our society. Control is magnified in the railroad environment.

George Pullman, sleeping-car magnate, strictly banned beer and liquor in his company town on Chicago's South Side. His public belief was that the absence of beer led to a healthier environment. Behind the scenes, the financial savvy, manipulative Pullman didn't want his workers slowed by the effects of alcohol. Pullman also gained control of the area surrounding his city through payoffs to local taverns and retailers. Such actions made it exceedingly diffi-



CENTLIVRE'S
NICKEL PLATE
BOTTLED BEER

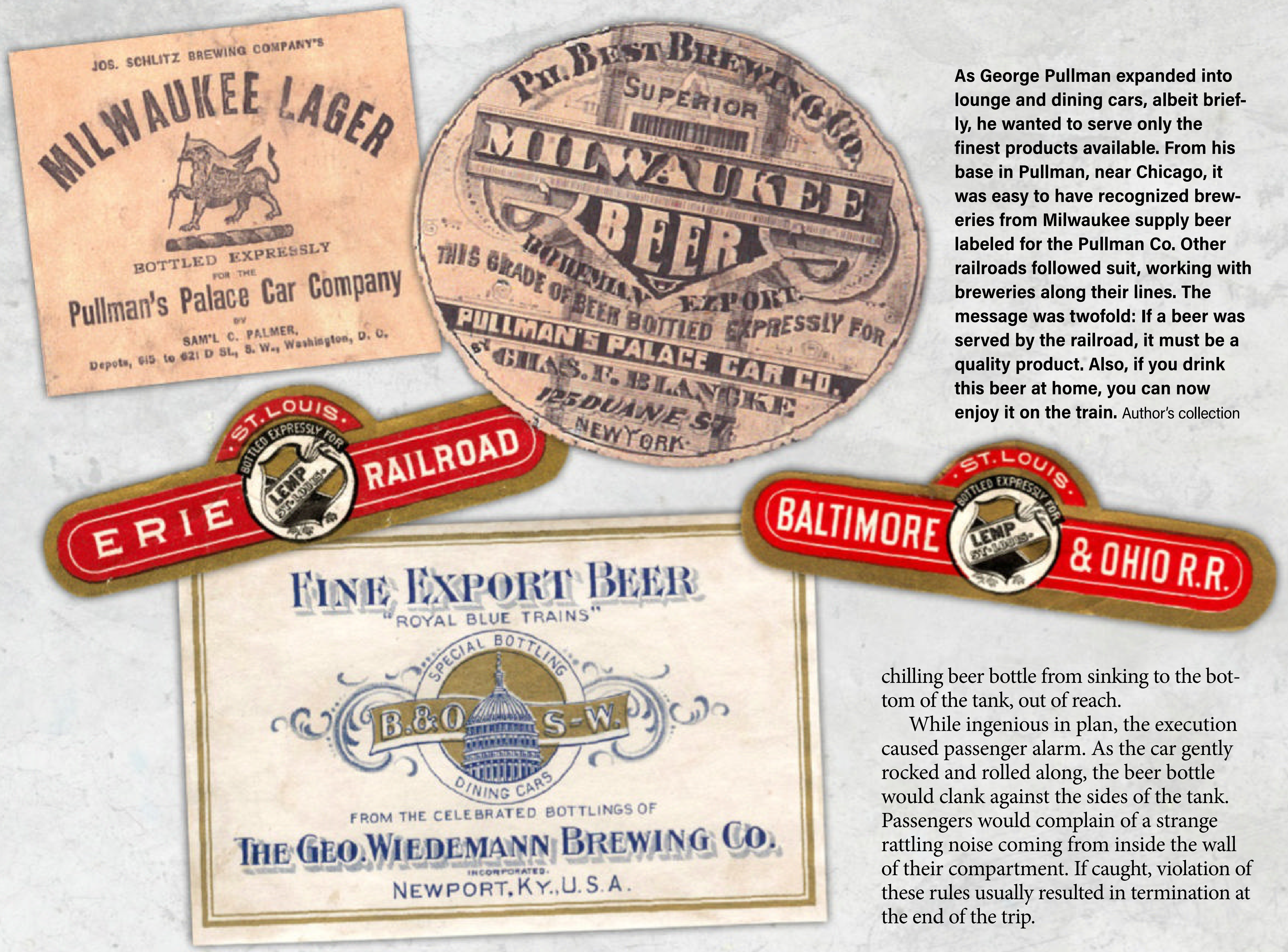
MANUFACTURED BY
C. L. CENTLIVRE BREWING CO.
FORT WAYNE, IND.

NICKEL PLATE
SPECIAL
BOTTLED EXPRESSLY FOR DINING CAR SERVICE.
BY C.L.CENTLIVRE BREWING CO. FORT WAYNE, IND.

BOTTLED IN THE MOST SANITARY WAY FROM GOVERNMENT BONDED CELLAR DIRECT TO BOTTLE.
NICKEL PLATE
SPECIAL BEER.
BY C.L.CENTLIVRE BREWING CO. FORT WAYNE, IND.
GUARANTEED BY THE CENTLIVRE BRG CO. UNDER THE FOOD AND DRUGS ACT, JUNE 30TH 1906. SERIAL Nº

BOTTLED IN THE MOST SANITARY WAY FROM GOVERNMENT BONDED CELLAR DIRECT TO BOTTLE
NICKEL PLATE
BEER
ottle . . . . 24 oz.
12 oz.
BY C.L.CENTLIVRE BREWING CO. FORT WAYNE, IND.
GUARANTEED BY THE CENTLIVRE BRG CO. UNDER THE FOOD AND DRUGS ACT, JUNE 30 1906. SERIAL Nº 18605.

The Centlivre Brewing Co. of Fort Wayne, Ind., supplied a beer for the Nickel Plate. The first bottle labels and promotional poster were designed to position the beer as a superior product to be enjoyed while traveling on a fine railroad, like the Nickel Plate. The beer proved so popular Centlivre was eventually given permission for distribution to the general public. Author's collection


JOS. SCHLITZ BREWING COMPANY'S
MILWAUKEE LAGER
BOTTLED EXPRESSLY FOR THE
Pullman's Palace Car Company
BY SAM'L C. PALMER,
Depots, 615 to 621 D St., S. W., Washington, D. C.
PH. BEST BREWING CO.
SUPERIOR
MILWAUKEE BEER
BOHEMIAN EXPORT
THIS GRADE OF BEER BOTTLED EXPRESSLY FOR
PULLMAN'S PALACE CAR CO.
BY CHAS. F. BLANCKE
125 DUANE ST.
NEW YORK
ST. LOUIS
BOTTLED EXPRESSLY FOR
ERIE
LEMP
RAILROAD
BALTIMORE
& OHIO R.R.
FINE EXPORT BEER
"ROYAL BLUE TRAINS"
SPECIAL BOTTLING
B.&O. S-W.
DINING CARS
FROM THE CELEBRATED BOTTLINGS OF
THE GEO. WIEDEMANN BREWING CO.
INCORPORATED.
NEWPORT, KY., U.S.A.

As George Pullman expanded into lounge and dining cars, albeit briefly, he wanted to serve only the finest products available. From his base in Pullman, near Chicago, it was easy to have recognized breweries from Milwaukee supply beer labeled for the Pullman Co. Other railroads followed suit, working with breweries along their lines. The message was twofold: If a beer was served by the railroad, it must be a quality product. Also, if you drink this beer at home, you can now enjoy it on the train. Author's collection

cult for Pullman workers to enjoy beer and liquor. In 1887, an anonymous correspondent for *London Times* reported the lack of alcohol in Pullman like this:

"There are no saloons in the town, for no one is permitted to sell liquor, and as an additional protection sufficient land is controlled around the outskirts of the town to [compel a] man who must have spirits or beer to go nearly a mile over the border to get it. This carefulness, combined with the excellent sanitary arrangements and the vigor of a working population largely composed of people in the prime of life, make the town an abnormally healthy place … "

In the eyes of labor, Pullman's policies were not all that healthy. In 1894, the Pullman Co. was the target of a horrific labor strike. Although not directly related to the lack of beer in Pullman, the strikers were upset by the overbearing labor practices they were made to live by.

There were also strict rules on board passenger trains governing employees and their relationship with beer. As early as 1893, Pullman porters and other train operating personnel could not purchase beer while aboard a train, even if they were off duty. Rules, of course, are meant to be broken. Beyond simply not drinking while on duty, the rules of beer and liquor on railroad prohibited the use of facilities and equipment to chill personal beverages, especially beer. This rule was broken with chilling results for the passengers.

In the compartments and bedrooms of heavyweight sleeping cars, a mirror could be found diagonally in the corner above the sink. While the angle added to the aesthetics of the room, it also hid the small water tank feeding the sink. In turn, the small water tank was fed from the large tank riding under the car. As the train hustled along, air passing around this larger tank chilled the water, which meant there was cool water being pumped into the small tanks. In the hallway, outside each room, a panel allowed access to the small tank for maintenance. The top of the small tank had a hinged door with a handle. An enterprising porter with a warm bottle of brew would find this tank the ideal vessel to chill his beverage. A string would be looped on both ends. One end lassoed the neck of the bottle. The other end was placed around the small handle. The bottle was then lowered into the cool water, the loop around the handle preventing the chilling beer bottle from sinking to the bottom of the tank, out of reach.

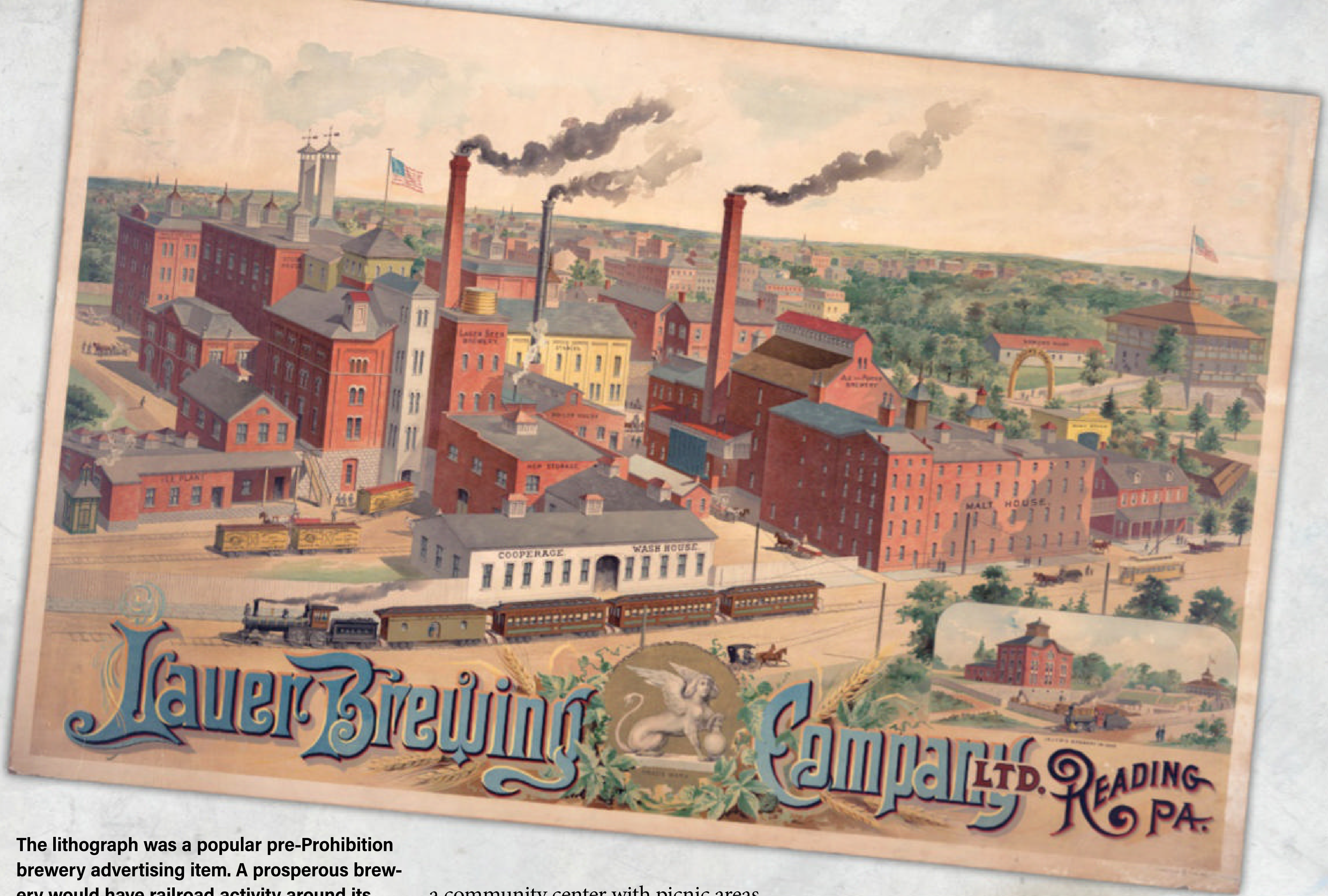
While ingenious in plan, the execution caused passenger alarm. As the car gently rocked and rolled along, the beer bottle would clank against the sides of the tank. Passengers would complain of a strange rattling noise coming from inside the wall of their compartment. If caught, violation of these rules usually resulted in termination at the end of the trip.

THE BEER THAT MADE MILWAUKEE FAMOUS

Sunday night, Oct. 8, 1871, is an evening that will live forever in the history of Chicago. On this night the Great Chicago Fire was ignited in the O'Leary barn on the city's West Side. For the record, the cause of the fire has never been conclusively determined, so we'll let Mrs. O'Leary's cow off the hook.

What is fact about this catastrophe is that by Tuesday, Oct. 10, when rain extinguished the last glowing embers, more than 2,000 acres of Chicago were a charred, smoldering ruin, 300 people were killed, 100,000 were left homeless, and $200 million worth of property had been destroyed. The city lost five of its 12 breweries, totaling 65% of Chicago's beer-generating capacity. The city waterworks was also a burnt-out heap — no water, no beer.

What happened next is one of the biggest brewing legends, or myths, and became the reason Schlitz is "the beer that made Milwaukee famous." Allegedly moved by the tragic situation facing the people of Chicago, Joseph Schlitz promised to ship 1,000 barrels of his beer to the Windy City. The legend also indicates Schlitz planned to ship clean, barreled water as well. Shipping


Lauer Brewing Company Ltd. Reading PA.
COOPERAGE
WASH HOUSE
MALT HOUSE

The lithograph was a popular pre-Prohibition brewery advertising item. A prosperous brewery would have railroad activity around its plant with trains hauling away another load of fresh beer. Artists were known to add tracks and trains merely to enhance a brewery's image. The Huntington Library, San Marino, Calif.

was to be done by rail. Schlitz did become famous for sending liquid relief to Chicago.

What is not clear, however, is just how many barrels of water were actually shipped. And did Schlitz charge for the beer? From all indications, less water was sent south than beer, and the beer arrived with an invoice. Nonetheless, people in Chicago were happy to see the railcar loads of fresh Schlitz.

THIS BEER IS BAD! TRY MINE

Unlike most American beer barons, Charles Louis Centlivre did not come from Germany. Rather, he hailed from France. Like other American beer barons, the Centlivre brewing enterprise had a strong railroad connection. The family bounced from Ohio to Iowa, and then through Wisconsin before settling in Fort Wayne, Ind.

Charles, along with his father and brother Frank, constructed a brewhouse along what is today Spy Run Avenue in Fort Wayne. The brewery opened on Sept. 27, 1862. Success and growth followed quickly. In the early 1880s, the family devoted 28 acres of their 350-acre plot along Spy Run Avenue to the Centlivre Park. The park was a community center with picnic areas, sports fields, and boat rentals. Centlivre beer was available for a modest price.

To bring patrons to the park, the C.L. Centlivre Street Railway Co. broke ground in spring 1887. Ultimately, the line ran two railcars from Superior and Calhoun Streets near downtown Fort Wayne to the park. The brewery used the line for beer deliveries to various downtown saloons and the Nickel Plate Railroad station. By 1894 the Centlivre Street Railway was absorbed into Fort Wayne Street Railroad Co.

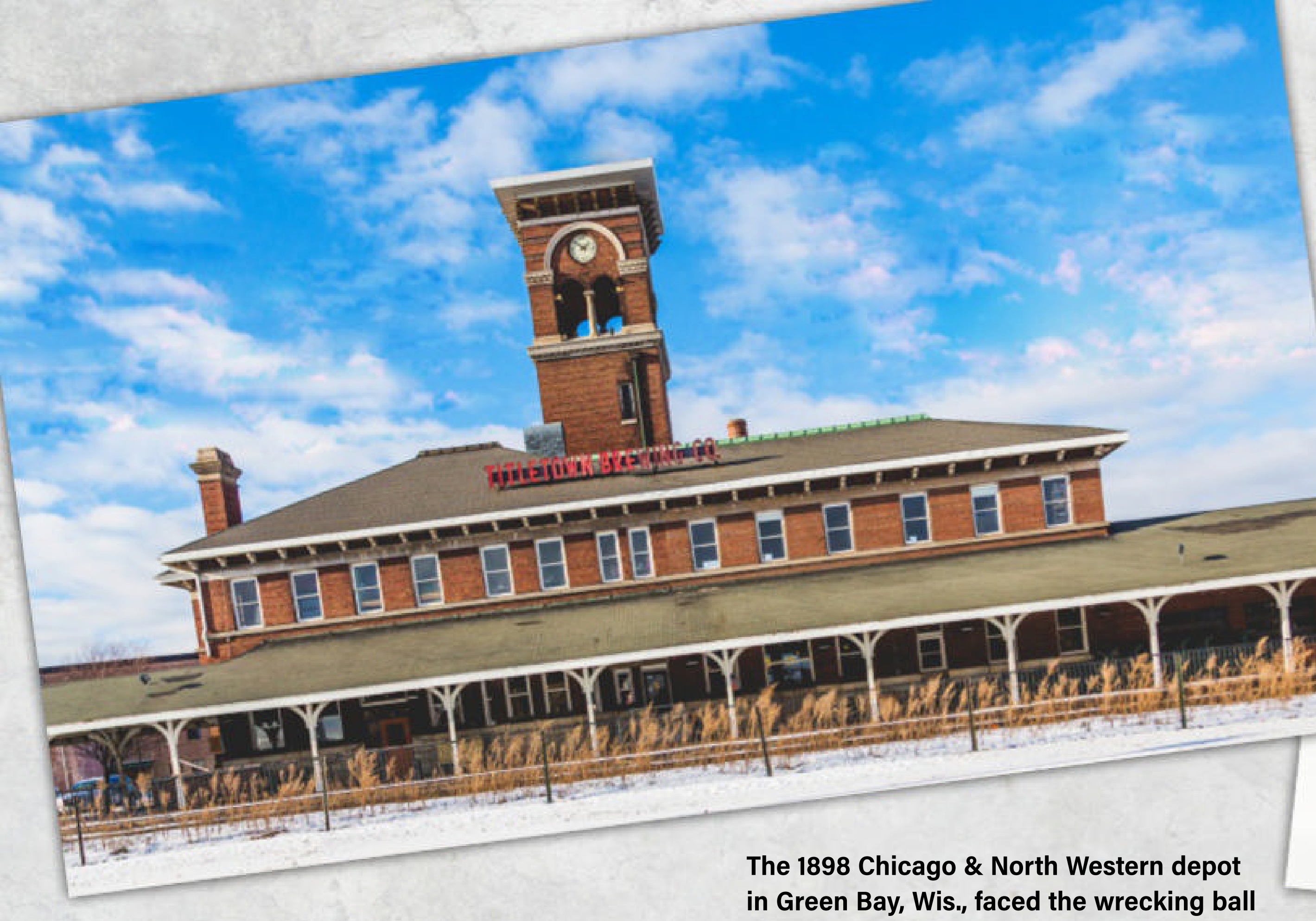
The Centlivre relationship tying beer and railroads together was far from over. In the 1890s, brothers Charles F. and Louis opened the Spy Run Stock Farm. The brothers quickly developed a reputation for breeding some of the finest and fastest trotting and pacing horses of the time. The best in the stable was Atlantic King, who was ranked as a top trotter. Naturally, their horses traveled by rail when competing. One such trip was the impetus for what became a longstanding relationship between the brewery and the Nickel Plate Railroad.

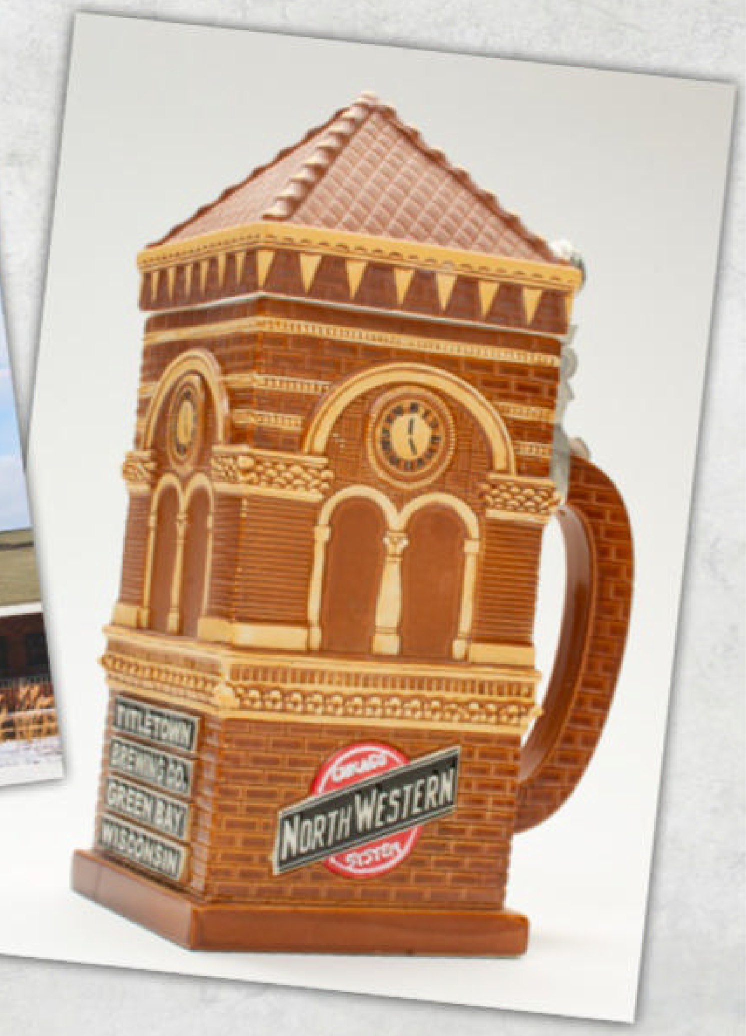
After a race in the late 1890s, Louis found himself on a Nickel Plate train returning from Cleveland. With his dining car meal, Louis ordered a beer. It poured cloudy and offered an off taste that did not satisfy Centlivre, the brewer. Upon reaching Fort Wayne, Louis ordered two cases of Centlivre's beer brought to the station. He presented them to the dining car steward, explaining that he was not pleased with the beer presently being served.

Centlivre's offer: Serve my family's beer on your return trip. If it meets with passenger approval, let's deal. If not, have the two cases with my compliments.

Within a few weeks, the Nickel Plate contracted with Centlivre Brewing to provide beer for its dining cars. The brew was bottled initially with a silver and black label showing a nicely dressed couple being served Nickel Plate beer in the dining car. A full-color, cropped version of this image became a poster promoting the beer. The relationship between the Nickel Plate and Centlivre was successful. Nickel Plate Beer was popular to the extent that post-Prohibition, the brewery received permission to distribute the brew to the general public. Through the

MONTANA, USA
MONTANA, USA


TITLETOWN BREWING CO.


TITLETOWN
BREWING CO.
GREEN BAY
WISCONSIN
CHICAGO
NORTH WESTERN
SYSTEM

The 1898 Chicago & North Western depot in Green Bay, Wis., faced the wrecking ball until the Titletown Brewing Co. renovated the building, making it into a restaurant and brewing facility. Shortly after the brewery opened in 1996, they had a beer stein crafted to resemble the 90-foot-tall clock tower. Tony Webster, main photo, Cody Grivno, stein

1930s and '40s, Nickel Plate Beer became one of Centlivre's best sellers.

BEER BY ASSOCIATION

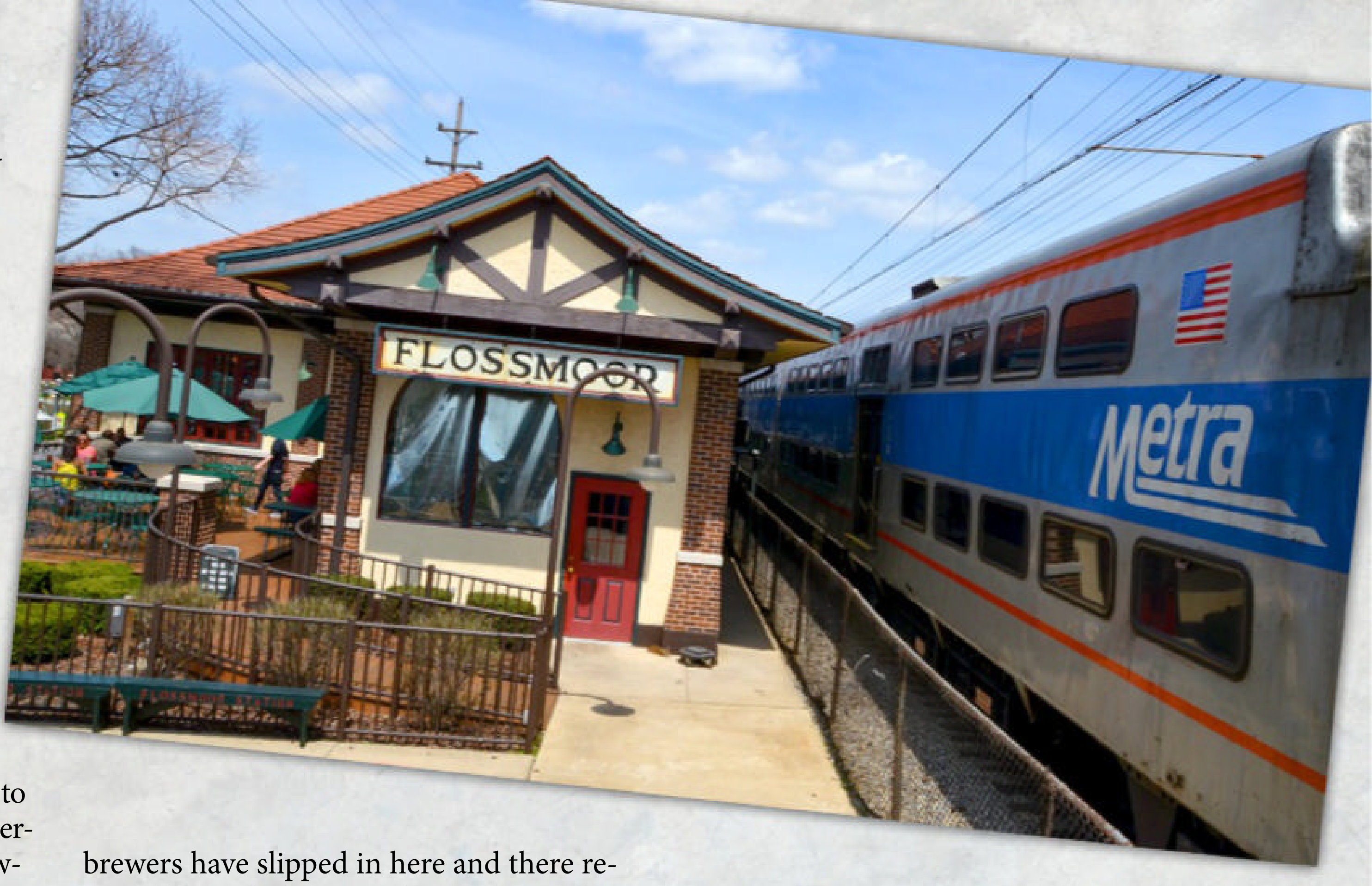
The Nickel Plate–Centlivre hookup wasn't the only beer available in the dining car. There were different approaches to what beer found its way onto the menu.

When George Pullman turned his attention to dining cars in 1866, his intention paralleled that of his sleeping cars — provide the finest accommodations and service to meet the expectations of affluent passengers. From his base in Pullman, he was able to stock his dining and lounge cars with the best Chicago had to offer, including beer from Milwaukee. Seeking to gain national recognition, both the Phillip Best and Schlitz breweries supplied Pullman with beer labeled for the Pullman Palace Car Co. As Pullman dining car service expanded, additional regional breweries were tapped as suppliers.

By 1900, the Pullman Co. found that running a nationwide fleet of dining and lounge cars was a money-losing proposition. Sticking with profitable sleeping cars, Pullman mostly left food and beverage to the individual railroads, creating an entirely new level of competition. The individual railroads chose to distinguish their dining and lounge car services with specialties found along their routes — including beers specifically labeled for their line or even a particular train. The Baltimore & Ohio Railroad, as an example, had Wiedemann Brewing of Newport, Ky., label

Contemporary craft breweries throughout the United States and Canada with a railroad heritage, like Flossmoor Station Restaurant and Brewery (Flossmoor, Ill.) have created numerous train-branded brews. Maybe you'd like to sip a Pullman Brown Ale or Panama Limited Red Ale. Cody Grivno

FLOSSMOOR STATION BREWING COMPANY
RAIL HOPPER
IPA
INDIA PALE ALE
PANAMA LIMITED
RED ALE
STATIONMASTER
AMERICAN WHEAT ALE
KEEPS BEST IN ICEBOX
GREAT EIGHT SERIES
PULLMAN
BROWN ALE
FRESH DRAFT
ALE BREWED WITH MOLASSES
ZEPHYR
GOLDEN LAGER
BREWED AND CANNED BY FLOSSMOOR STATION RESTAURANT & BREWERY FLOSSMOOR, ILL.



Flossmoor, Ill., began as a suburban vacation destination. Its 1906 Illinois Central depot went from functional to dilapidated to craft brewery. Today, you can dine inside while Metra electrified trains pass by outside. Or, on a warm evening, sip a lager on the platform. Chicago Southland Convention & Visitors Bureau

Fine Export Beer for its *Royal Blue* passenger trains.

There was also an economical approach to serving beer aboard dining cars, which was a twist on the original Pullman idea. Railroads would stock a popular brand in their commissaries, the bottles bearing a standard main label. The neck label would be customized for the rail line or a specific train. A number of such labels, dating to the 1890-1920 period, have been discovered from both Lemp Brewing and Anheuser-Busch.

BEER LITHOS

Prior to Prohibition, which ran from 1920 to 1933, one of the more popular promotional items for breweries to dole out was the lithographic poster. Generally, lithos were colorful displays of a brewery's plant, twisted through artist's rendition to represent the brand at its best. In this period, a big poster showing off the brewery — as opposed to party dogs, cute girls, or big horses — was the way to go. Another characteristic of brewery lithos was the constant presence of tall smokestacks belching thick black plumes, the U.S. flag proudly unfurled in a full wind, and trains.

Smokestacks, the U.S. flags, and trains indicated a brewery's manufacturing prowess and patriotic posture. The more smoke from the stack, the bigger the industry. Displaying the flag was a must, and the wind had to be blowing so people could see it was the U.S. flag. The trains were also a sign of prosperity by association. If your brewery was served by a railroad, then you must be a large, quality establishment.

The trains rendered in brewery lithos are usually seen with refrigerator cars buttoned up, leaving the plant. This meant the railroad was hauling away more fresh beer. Rarely did you see a litho with a train arriving at the brewery, or one with empty cars with doors open.

Brewery lithographs were also known to bend the physical reality of railroading. Tracks would appear or be moved to improve the image. In some instances, the tracks would literally be bent into configurations that no train would ever be able to negotiate successfully. Can you imagine a train turning a 90-degree curve around the corner of a building? In reality, no. In the brewery lithograph world, sure.

BEER AND RAILROADS TODAY

The glory days of rail passenger travel are gone. In fact, today less than 1% of U.S. travel is by train. One can still enjoy a meal in the dining car or a brew in the lounge, but it's not done with the flair of days gone by. A survey of recent Amtrak menus shows a couple of the larger craft brewers have slipped in here and there regionally, nestled among the predominant Bud Light, Stella Artois, and Heineken.

Numerous craft breweries have transformed old train stations and other railroad buildings into brewpubs and tapped railroad imagery to represent their products. Have you ever sipped a Wynkoop Rail Yard Ale? Their brewpub is situated across the street from Denver's Union Station. How about a Steam Engine Lager? Created by Steamworks Brewing Co. of Durango, Colo., Steam Engine Lager honors the Durango & Silverton Narrow Gauge Railroad and Museum with a striking steam locomotive image on the can.

Green Bay's Titletown Brewing Co. renovated the town's 1898 Chicago & North Western Railway depot, saving it from demolition. From its railroad-themed headquarters, Titletown Brewing has crafted beers with a railroad inclination including Pullman Porter, introduced to coincide with opening of an exhibit at the nearby National Railroad Museum called *Pullman Porters: From Service to Civil Rights.* Based on the popularity of beers like its 400 Honey Ale, named for the C&NW train that called at the station, Titletown outgrew the depot and moved across what was the old freight yard to a new, larger facility. Its new home saved another old building, a local canning factory — not a railroad building, but a big shipper in its day.

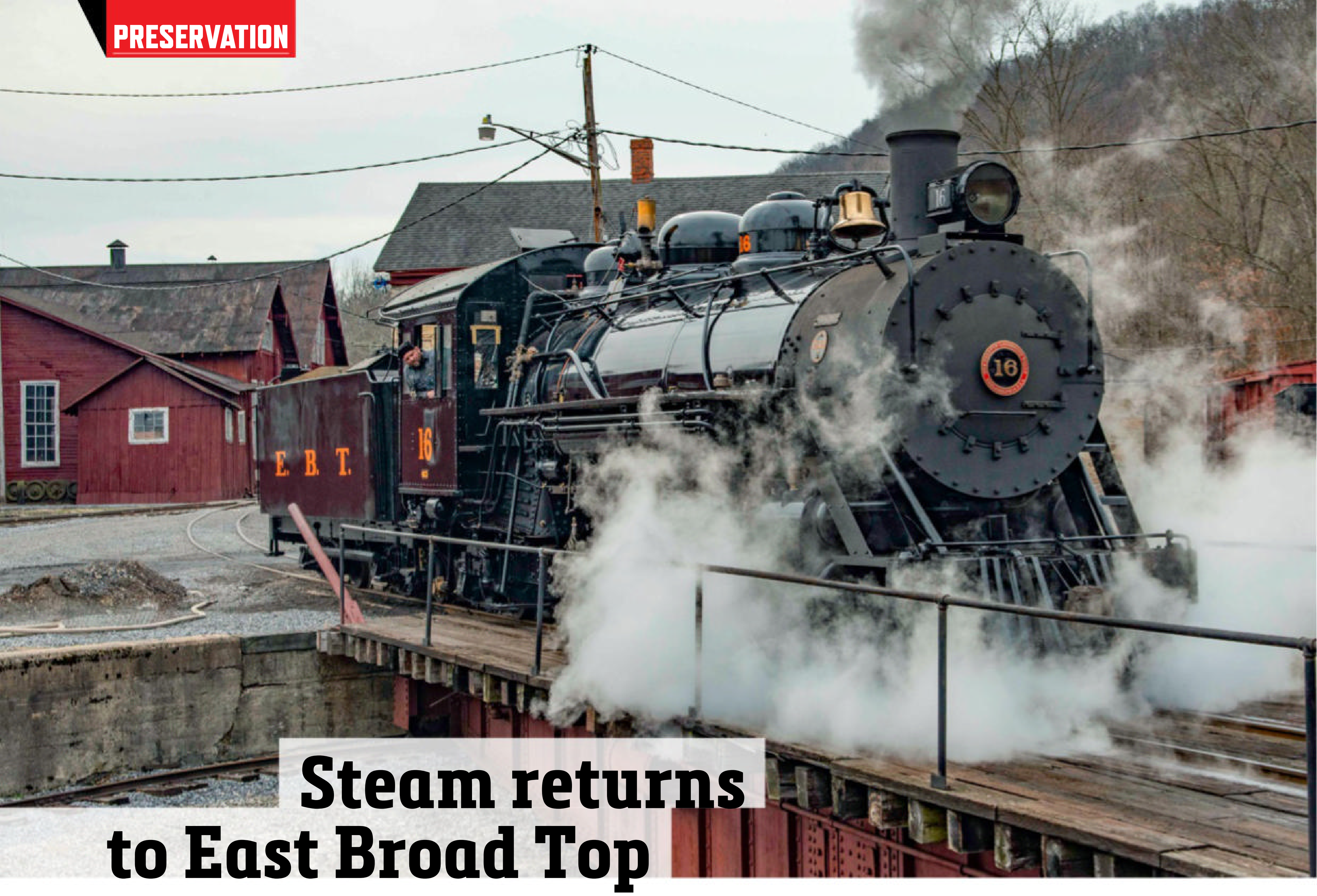
In 1906, the Illinois Central Railroad constructed a depot in Flossmoor, Ill., along with a couple of golf courses. At the time, Flossmoor, about 30 miles south of downtown Chicago, had six homes, and was a weekend destination for those in the big city. The railroad depot and golf courses did their job. Flossmoor grew and took its place among the patchwork of Chicago suburbs. As passenger travel faded, so did the depot, until it was a crumbling eyesore. In 1996, local residents Dean and Carolyn Armstrong bought the building and transformed it into the Flossmoor Station Restaurant & Brewery.

Today, Canadian National and Metra trains pass by outside. Inside, the beer and food menus reflect the railroad heritage of the past 100-plus years. Both Titletown Brewing and Flossmoor Station are a contemporary junction of beer and trains. They both saved local landmark railroad buildings, revitalized neighborhoods, and continue to celebrate our railroad heritage. These are just two of many examples across the U.S. and Canada.

CHEERS!

It is often argued that the railroads built America. There is no doubt that the brewing industry benefited from the iron horse. In some ways, it could also be argued that the iron horse has been helped along by a few good brews. We have barely touched the beer-rail relationship in this visit. There is so much more for you to explore. Prost! I

MONTANA, USA
MONTANA, USA



Steam returns to East Broad Top

Restoration of Baldwin 2-8-2 No. 16 kicks off new era for historic narrow gauge

▲ **Pennsylvania's East Broad Top Railroad, known for its coal-hauling steam locomotives, has returned one to operation. On Feb. 9, 2023, No. 16, a Baldwin Locomotive Works 2-8-2 from 1916, rolls onto the turntable under its own power. The locomotive last operated in 1956.**

Four photos, Dan Cupper

THE THREE-YEAR-LONG REVIVAL of the narrow-gauge East Broad Top Railroad in south-central Pennsylvania, took a leap forward in February with the return to service of the road's 1916 Baldwin Locomotive Works 2-8-2 Mikado No. 16.

It was the first time the 81-ton engine moved under its own power in 67 years, and it was the first EBT steam engine to operate since 2011, when the railroad shut down for a second time.

The 33-mile-long railroad's story is well known. It ran as a coal-hauling line from 1873 to 1956, when it ceased operation and was bought by a Pennsylvania scrap dealer, Nick Kovalchick. In 1960, he reopened 4½ miles as a steam-powered seasonal tourist railroad and put the rest of the property into limbo, neither activating it nor scrapping it. In 1964, the federal government designated the property a National Historic Landmark.

The line closed again in 2011, languishing for eight years while Kovalchick's son, Joe, pondered how to ensure the long-term survival this valuable industrial keepsake. Coming to the rescue in February 2020 was the nonprofit EBT Foundation, Inc., which was formed to buy most of the line, the engines and cars, and the historic Rockhill Furnace shop complex, with much of its technology straight out of 1900.

Since then, Foundation staff has worked with the volunteer Friends of the East Broad Top to reopen the tourist-era line, resume seasonal passenger runs (at first, with a diesel locomotive), continue to restore the shops, and plan for expansion of train service on trackage that has been inactive since 1956. It also involved commissioning four new heated, vintage-look, steel passenger cars to allow EBT to set aside its open freight cars and provide some respite for its four 19th-century wooden passenger cars.

A centerpiece of the Foun-

EBT's master mechanic, Dave Domitrovich, proudly poses with newly restored No. 16, one of six remaining EBT steam engines.

dation's mission is to restore one or more of the road's six remaining Baldwin Mikado steam engines, all of them bought new by EBT between 1911 and 1920. EBT chose No. 16 to be overhauled first, because it was in relatively good shape since it had not accumulated wear-and-tear during the tourist-era years. It was among the last engines to run in 1956 and had just received an overhaul the previous year.

EBT General Manager Brad Esposito, Master Mechanic Dave Domitrovich, and a handful of staff, with occasional help from contractors and suppliers, brought the engine back to life. In doing so, they also returned the EBT to its roots as a living case study in steam-railroad history. They have made the East Broad Top the East Broad Top again.

Henry Posner III, president of the EBT Foundation, says, "My main concern through this whole thing is that we stop as often as we can … in terms of honoring and respecting all the people involved who got us where we are. They involve a locomotive that hasn't run since 1956, pulling some of the newest coaches in this country — that didn't exist last year — running on a railroad that had been given up for dead not so long ago.

"If it wasn't for the Kovalchicks and if it wasn't for the Friends, we would not be having this conversation. We need to remind ourselves how many people are involved in getting us how far we've gotten."

Domitrovich credited his mentor from his Strasburg Rail Road days, Linn Moedinger, former Strasburg president and chief mechanical officer, who is also an EBT Foundation board member, for his advising assistance during the engine's restoration.

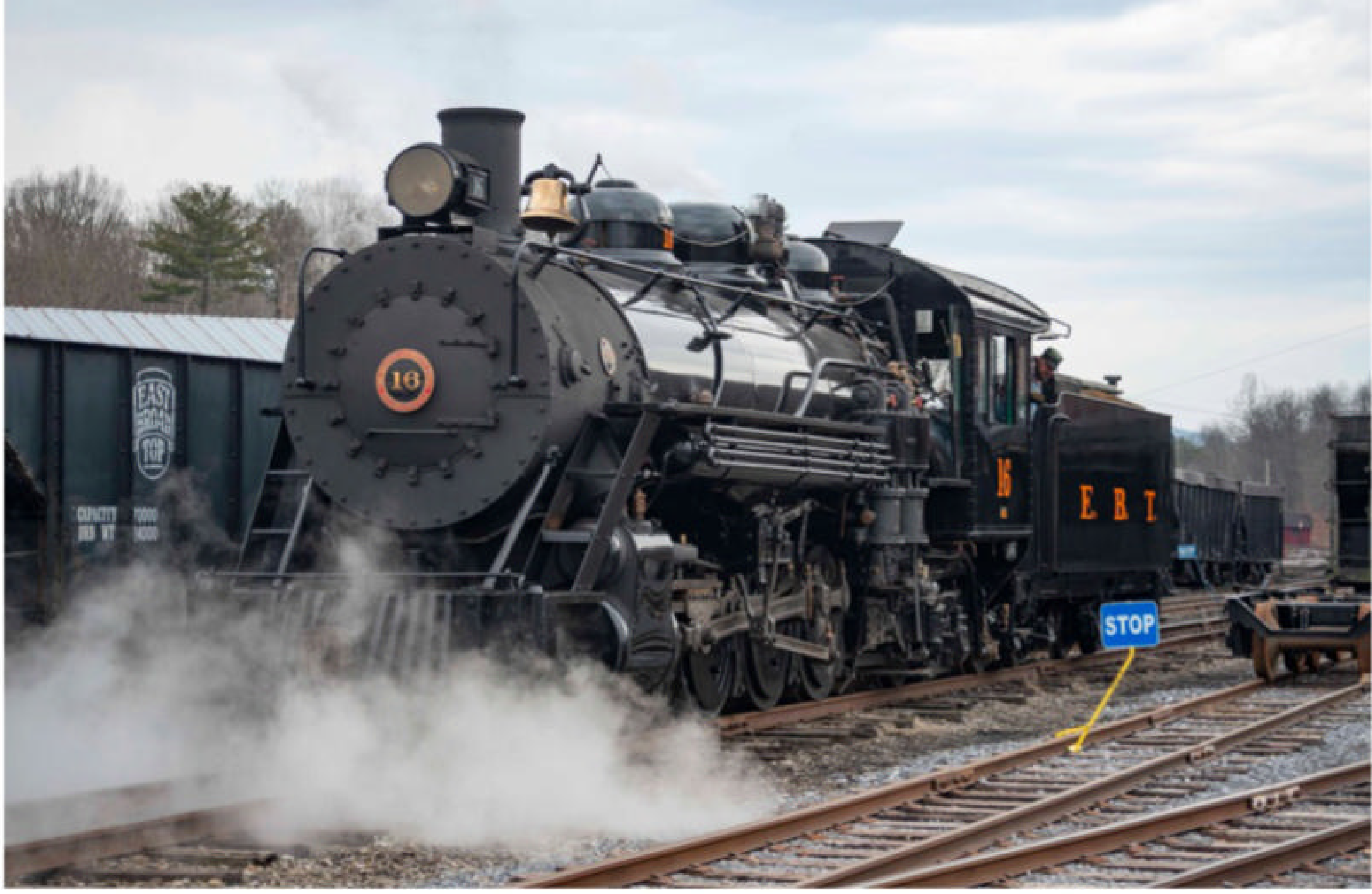
Over three days in February that included the railroad's annual Winter Spectacular railfan gathering, No. 16's debut saw it pulling 10 passenger runs and two photo freights. All tickets for the public runs were sold out.

"I'm ecstatic," said Domitrovich. "I couldn't be any happier. It wasn't a surprise [because we] put [in] a tremendous amount of effort to make it work."

"The thing's got power," he said. "Holy moly, the throttle was only a third of the way out. It has all the power of a standard-gauge engine. I would not be scared at all to haul 10 of those passenger cars."

He ticked off a list of adjustments that remain to be made, all of them minor, including reducing steam leakage at the air pumps and tweaking the running gear.

He said he's grateful for strong community support. "The night we got it running, people in the American Legion gave me a standing ovation," he said. "There are so many people in this town who came up and said how happy they were. Random old ladies at the grocery stores. Business owners are completely enamored by it."



For the Winter Spectacular, Feb. 18-19, 2023, No. 16 pulled a freight train of the coal hoppers in the background. The locomotive is backing through the Rockhill Furnace Yard on Feb. 9, 2023.

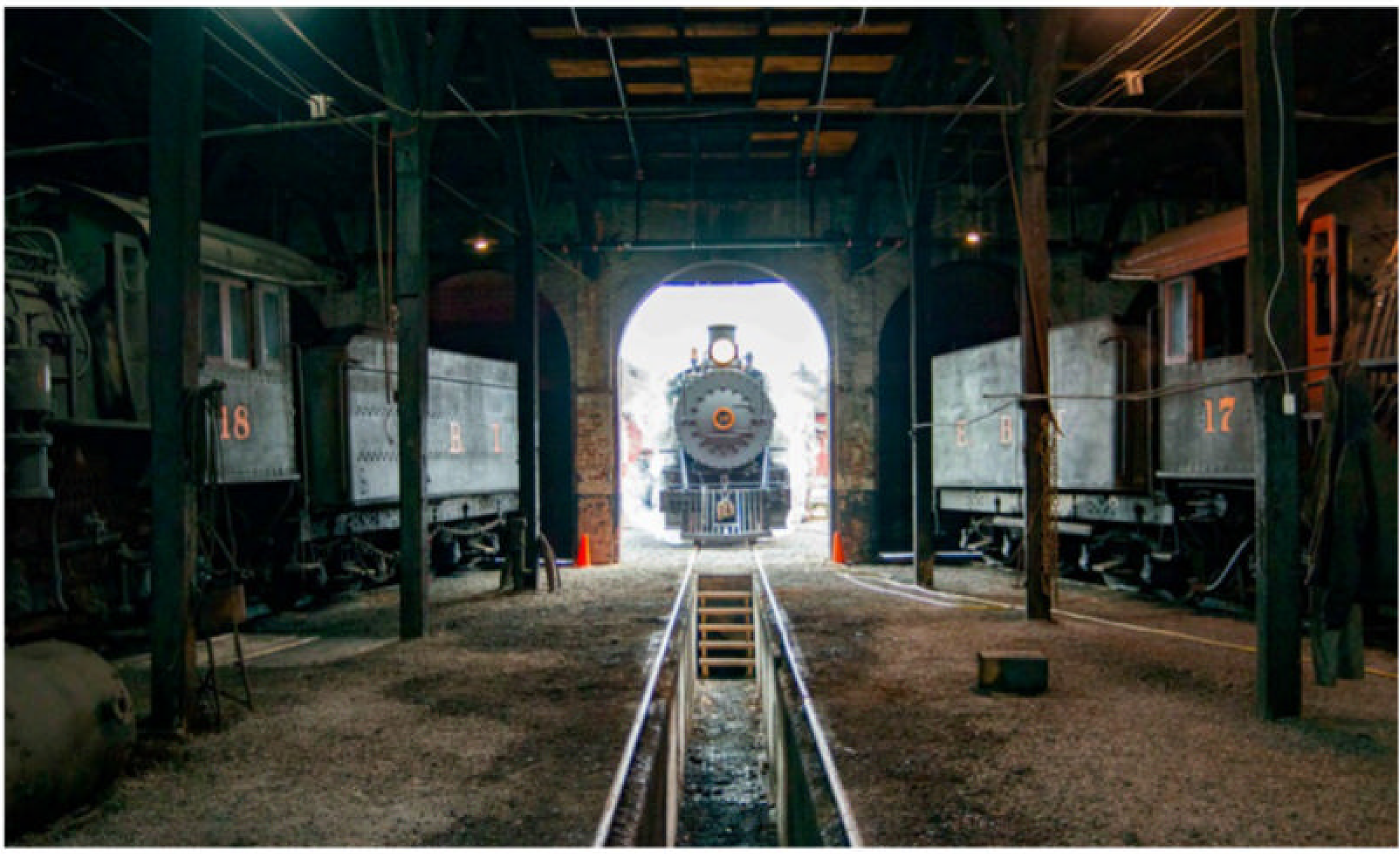
During the Winter Spectacular weekend, he said, "Twenty different people came up and said, 'My grandfather worked for the railroad.'"

For Esposito, the event was "just rounding out three years of a lot of hard work by employees and volunteers. The whole package is seeing people being able to enjoy what we put so much effort into."

He especially noted the contingent of dozens of younger railfans who turned out to see No. 16. "Seeing the younger, the next generation — some of them have never seen [EBT steam] — ever. It's a whole generation of late teens and 20-somethings that never got to see it."

The next steps, he said, are to get ready for Easter trains and for the opening of the regular operating season, which will mean "an aggressive schedule" of running steam five days a week.

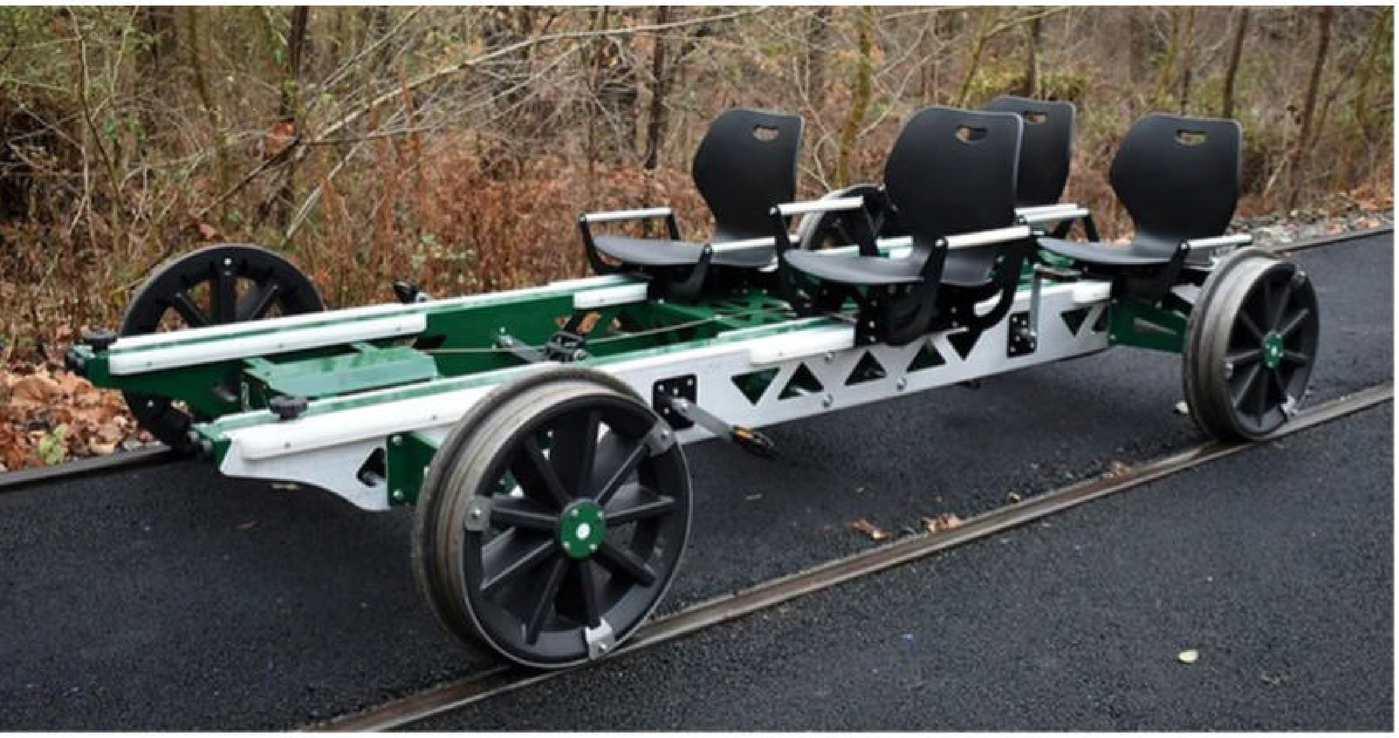
Additional work is planned to install a boarding platform and two picnic pavilions at the Colgate Grove wye and turnaround point; install a platform at the adjacent Rockhill Trolley Museum to provide a better experience for riders transferring form trains to trolleys; complete piping and fittings for a fire suppression system to protect the historic shops; and continue working toward reopening the main line south to Pogue, Pa., three miles of track that have been dormant since 1956. — *Dan Cupper*



No. 16 is about to roll into the Rockhill Furnace roundhouse on Feb. 9, 2023. In adjacent stalls are two more of the railroad's Baldwin Mikados — No. 18 (1920) and No. 17 (1918).

Riding the Rail Glider on the Colebrookdale Railroad

Tourist railroad expands railcycle program with unique vehicle



The Rail Glider is a new type of railcycle designed by the Colebrookdale Railroad. The railroad also manufactures the cycles, providing jobs for the community. Two photos, Colebrookdale Railroad

AN HOUR NORTHWEST OF PHILADELPHIA sits the hamlet of Boyertown, Pa., home to the Colebrookdale Railroad, a tourist line running on an old Philadelphia & Reading Railroad branch. In the surrounding area were located some of the earliest iron forges in Pennsylvania. Traveling through the Secret Valley, outside Boyertown, on a Colebrookdale Railroad train offers a historic and scenic journey. The line is also suited for travel by railcycle, and the Colebrookdale Railroad is taking advantage of this, albeit with a twist.

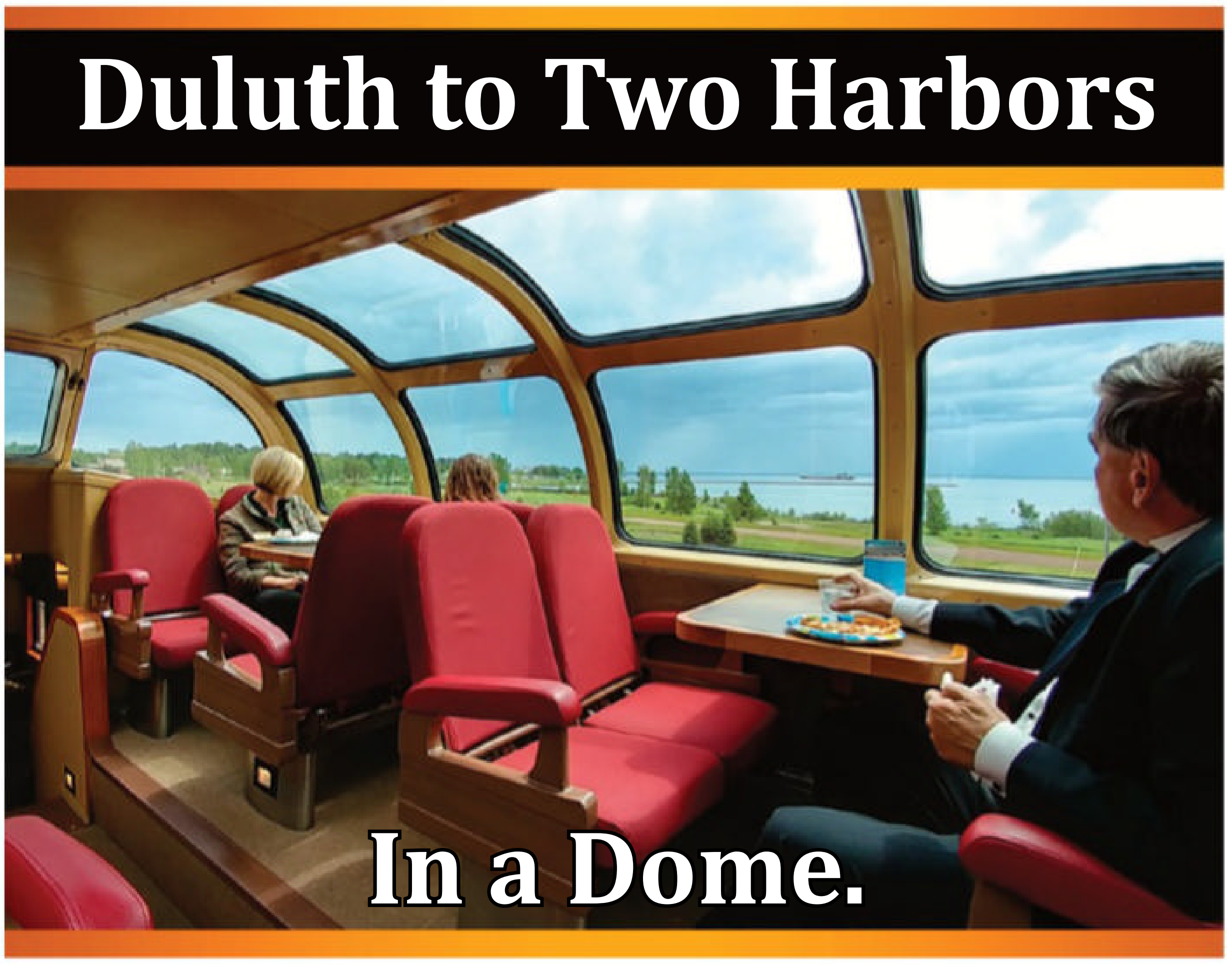
The railroad began a railcycle program in 2020 with commercially available vehicles. The first season was a success, with all railcycle trips selling to capacity. The program was recognized by *Philadelphia* Magazine with a Best of Philly award. Nathaniel Guest, Colebrookdale's executive director, says the award was a "big deal," considering the recreational activities available within the city.

Railcycles have a frame with seats and four wheels. The riders provide the power, pedaling the railcycle in a manner similar to a recumbent bicycle. It is exercise on the rail that places you intimately in the surrounding scenery.

Here's the first twist in the story. Guest explains that a portion of the Colebrookdale mission includes community and economic development within its market. If the railroad can help solve a community challenge, bring extra jobs, or revenue into the market, that's what it does. This mission includes working to build underserved markets. In this instance, the community needed additional programming and support for those with autism. Guest and the railroad's staff saw an opportunity to provide life skills and job training, and provide jobs through the railcycles. The railroad is a certified autism center.

"With the railcycles you don't have to steer," says Guest. "Plus, with the gentle grade of the railroad and the … low coefficient of friction between relatively smooth wheels on steel rails, the bikes presented an opportunity for persons with disabilities or those differently-able to participate in activities with other people that they otherwise couldn't do."

The Colebrookdale Railroad also saw an opportunity for seniors to participate in the railcycle program. Seniors would be able to



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exercise without the risk of tripping or falling. Additionally, this would be an activity shared in nature.

Colebrookdale's first railcycles, while functional, did not meet the needs of their program. As Guest puts it, "[The public] will find every weak spot for you."

The railroad saw an opportunity in the railcycles for those with autism to help run the program. Through training, participants would learn how to maintain the railcycles and help operate them. The railcycles offer a learning environment that is less intimidating than working on the railroad's full-sized train. Ultimately, the railcycle program will offer first jobs and leadership opportunities to those who might not otherwise be able to realize them.

The railcycles, however, remained the weak link. "We began to think about how we take the program to next level," says Guest. "How do we fill the needs that we are seeing? How do we make the bikes fit that role?"

Here is the biggest twist in the story. The railroad staff and volunteers started from the rail up and designed a new railcycle — the Rail Glider.

This machine is rugged, yet lightweight, tipping the scale at 240 pounds. It has a flexible frame that adjusts to track irregularities, keeping all four wheels in contact with the rail. The brakes can be activated by any of the four riders. There is a parking brake to prevent runaways. Every passenger position has a cup holder. A wire basket is included to hold carry-ons. Two additional non-pedaling seats can be added to accommodate children or pets.

One of the biggest design issues the railroad tackled was how to turn the vehicle around for the return trip. Generally, railcycles must be lifted and physically moved so they are facing the forward direction. From Guest's perspective, this means extra staff, or having cyclers lift the unit and step over the rails to complete the turning process. The solution was to make the Rail Glider self-reversing by having the seats turn and adjust to be facing the opposite direction as opposed to turning the entire vehicle.

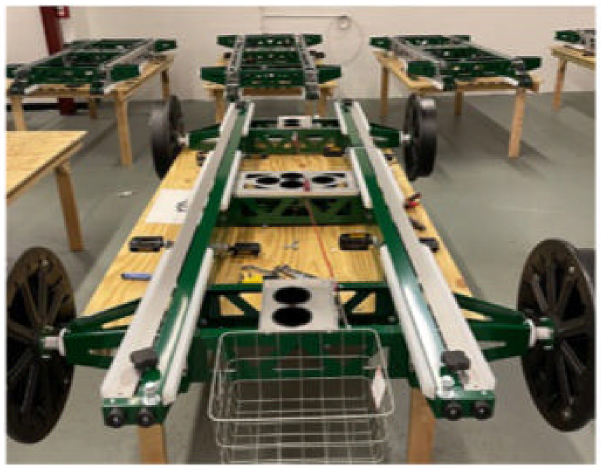
Steve McGuire, a Colebrookdale Railroad volunteer, completed the design work for the Rail Glider, says Guest. McGuire has experience developing people-powered vehicles and was able to engineer the railroad's design concerns into a working railcycle. McGuire also has a passion for full-size trains and was instrumental bringing Lake Superior & Ishpeming Railroad 2-8-0 No. 18 to the Colebrookdale Railroad.

The final twist to this story is that the Colebrookdale Railroad is manufacturing the Rail Gliders itself. It has set up a facility in Boyertown, giving jobs to people with autism to help in the assembly process. Currently, more than 100 Rail Gliders are in production.

The Colebrookdale Railroad is accepting orders for Rail Gliders. More information can be found at railgliders.com. Rail Gliders can be ordered individually or in a package of 10 units to start a railcycle program. Currently standard-gauge models are available, but narrow gauge (2- and 3-foot) is planned.

The Colebrookdale designers have additional design plans for the Rail Gliders. Future options include: electric motor assist, seat "platforms" allowing special-needs seats to be fitted to the unit, wheelchair roll-on access, and a hand-operated pedal attachment allowing riders with a disability to participate.

"Rail Gliders are not a detour from preservation," says Guest. "Rather they are an expressway to getting preservation done … for a socially good railroad becomes a far more valuable tool." — *Bob Lettenberger*



Once satisfied with the design, the railroad set up a manufacturing facility to build Rail Gliders. Currently, more than 100 are on order.

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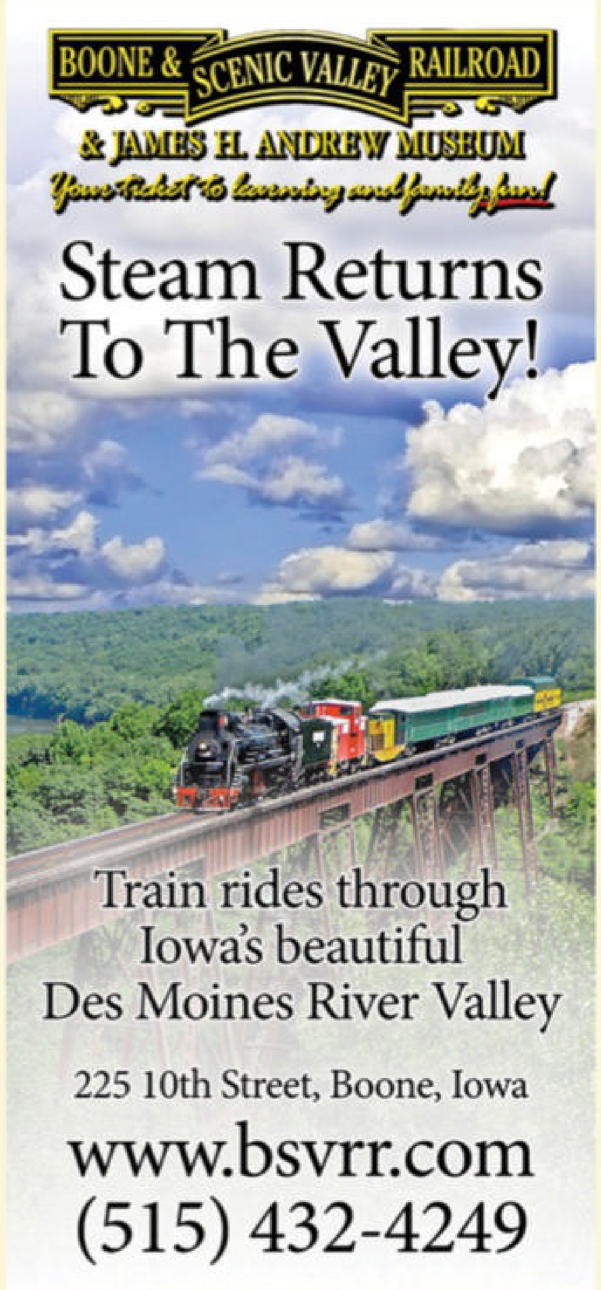

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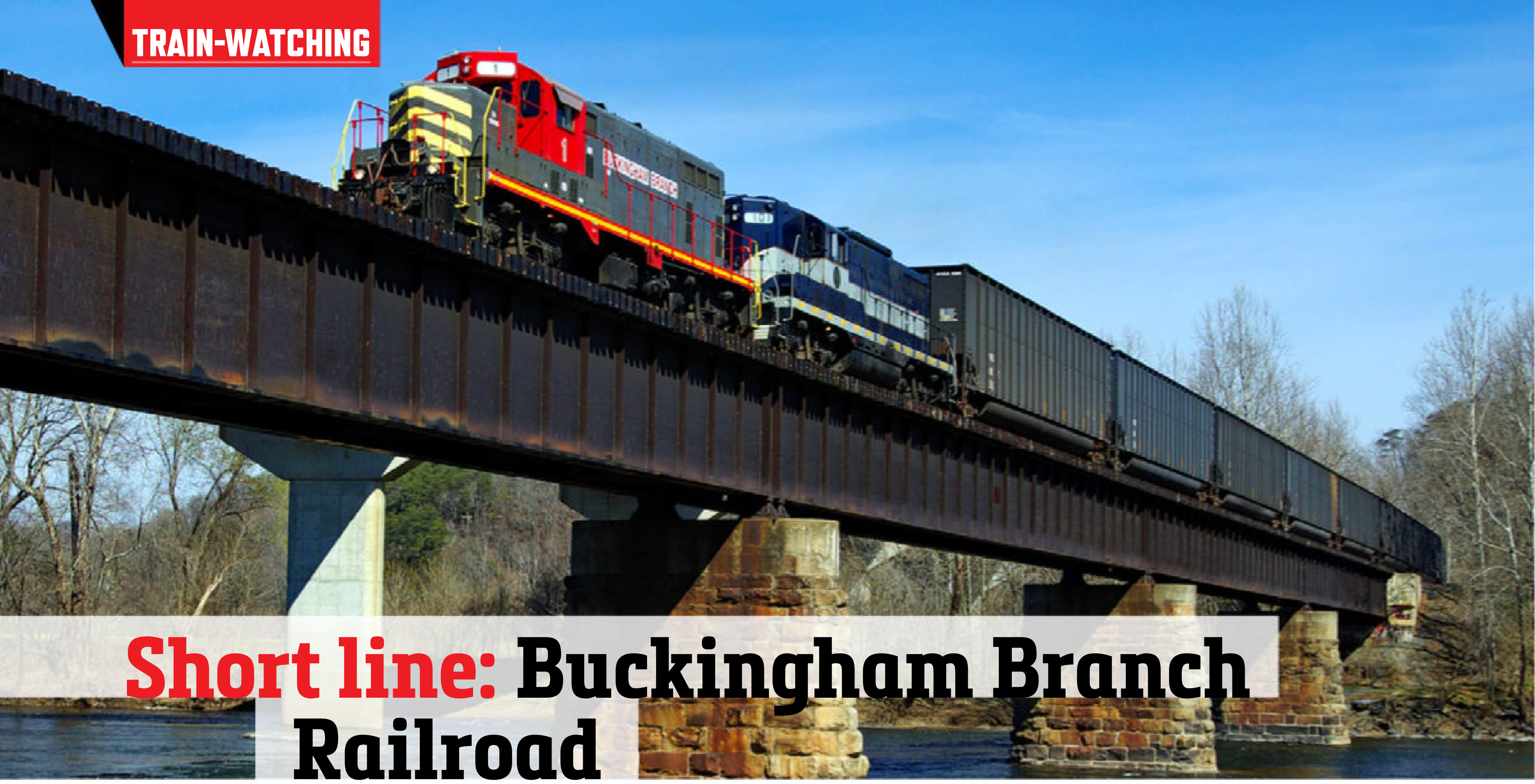


Short line: Buckingham Branch Railroad

Following Chessie's old line through scenic Virginia offers good train watching

▲ **With a pair of GP7s in the lead, Buckingham Branch train Z710 crosses the James River near Bremo, Va. This is among the best photo locations on the railroad.** Three photos, John Leopard

VIRGINIA IS KNOWN FOR HISTORIC RAILROADING and beautiful scenery. The Buckingham Branch Railroad offers everything you could imagine in that regard. Rich in history and highly scenic, you won't be disappointed. Primarily operating on former Chesapeake & Ohio Railway trackage, the railroad, headquartered in Dillwyn, polishes nearly 280 miles of trackage in the commonwealth.

LOCATION: Founded in 1988, Buckingham Branch began operations on a small branch line between Bremo and Dillwyn. Its first train ran on the original Buckingham Branch. This branch splits from the present-day CSX Rivanna Subdivision at Bremo and sees operation by Buckingham Monday through Friday.

The largest expansion took place in 2004 when Buckingham Branch inked a long-term lease for CSX's ex-C&O line between Richmond and Clifton Forge. This added 199 miles of track passing through historic towns such as Doswell, Gordonsville, Charlottesville, and Staunton. The lease enabled Buckingham to service new customers and interchange with CSX at Clifton Forge and Doswell, and Norfolk Southern at Charlottesville.

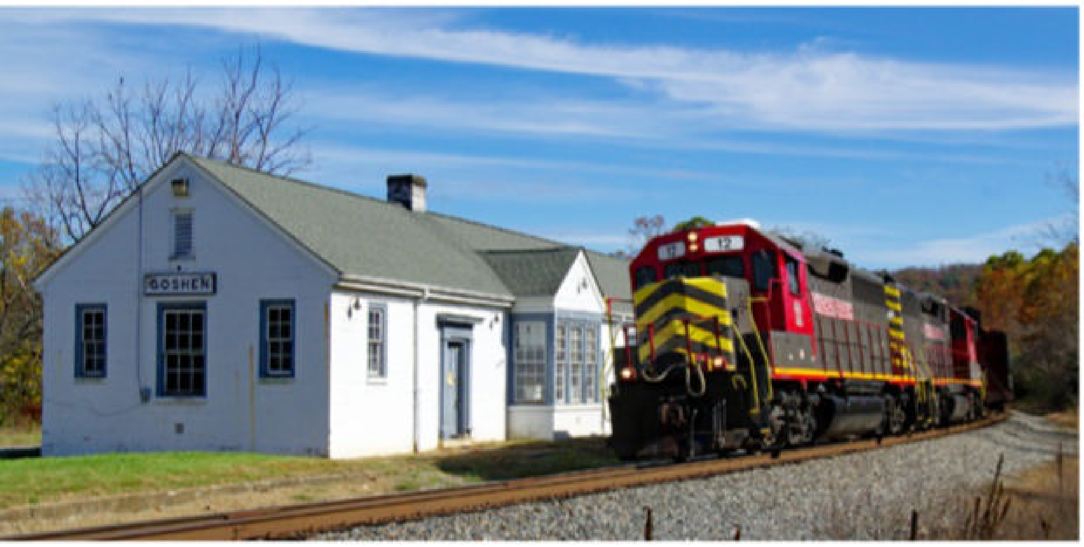
Later expansions include the former Virginia Southern Railroad between Burkeville and Clarksville, gaining an additional 59 miles in 2009. This route is leased from Norfolk Southern and enables the Buckingham to interchange with NS at Burkeville, Va. The branch hosts one Buckingham train Z523 that operates as needed, usually on Tuesday. The branch parallels the former Norfolk & Western for several miles west of Burkeville. The scenery in this area isn't great, but worth checking out if you are in the area and attempt to find the local.

The latest expansion includes a 5-mile stretch of railroad in the Norfolk District that hosts multiple industries and businesses, acquired from a lease with Canonie Atlantic in 2018. This lease enables Buckingham Branch to directly interchange with Norfolk Southern at its intermodal yard in Portlock, Va. The Norfolk job runs Monday through Friday.

RADIO FREQUENCY: Buckingham Branch: 160.455.

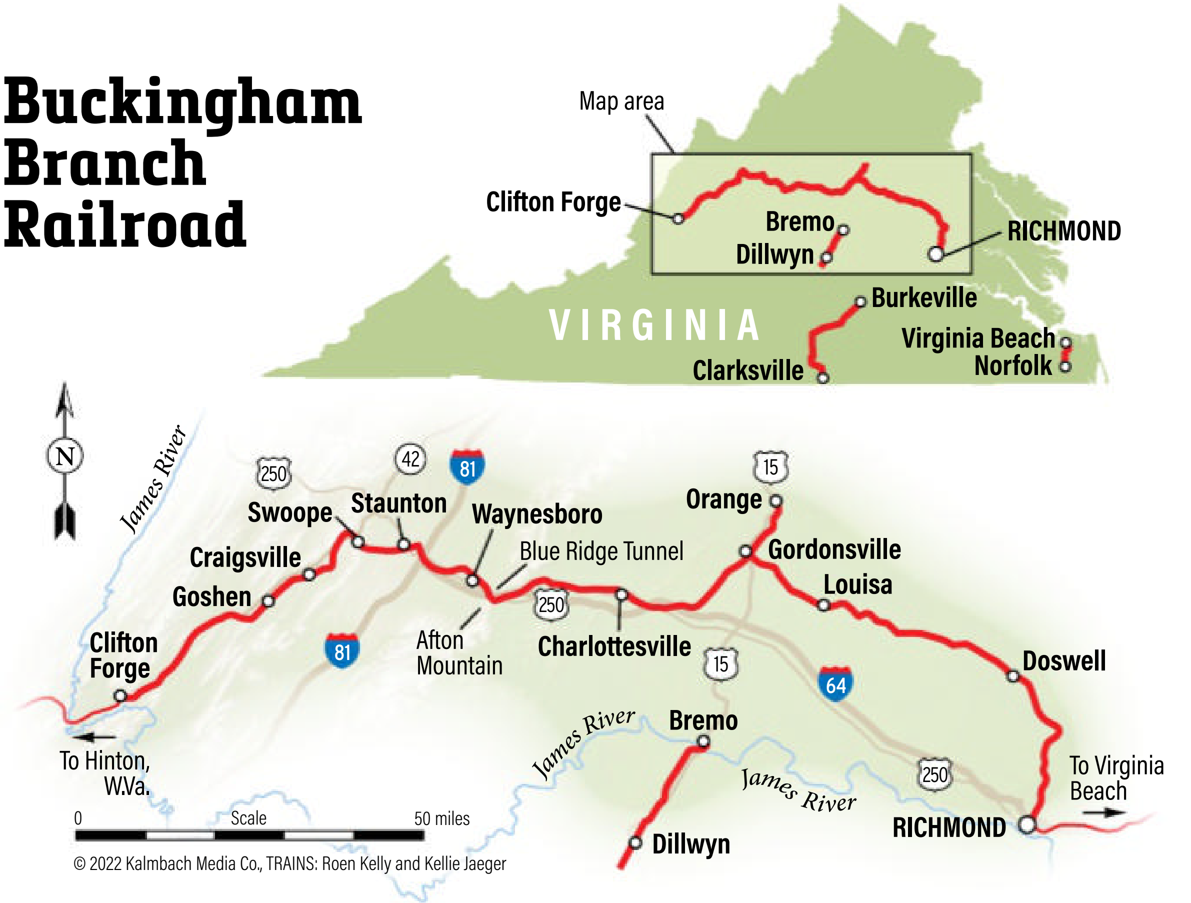
TYPICAL DAY: Buckingham Branch is usually a Monday-Friday railroad. Weekend runs are made based on customer needs. For the best viewing and photography, try starting at Staunton, Charlottesville, or Doswell and be there by 7 a.m. The weekends will yield CSX traffic and Amtrak's *Cardinal* on Sunday.

CSX operates trackage-rights trains across the railroad known as the Richmond & Allegheny between Richmond and Clifton Forge, acting as a directional route for their west-



The former Chesapeake & Ohio depot at Goshen has seen its share of trains since its construction in 1947. Passing by on Oct. 26, 2020, is Buckingham Branch Z631, a westbound local, with GP40-3 No. 12 leading. The "Mountain Local" works from Staunton to Clifton Forge.

Buckingham Branch Railroad



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bound trains destined for Clifton Forge, Hinton, Russell, and beyond. CSX operates all eastbound traffic down the James River and Rivanna subdivisions to Richmond to avoid the steep grades on Buckingham. CSX typically will send between two and five trains daily across Buckingham Branch consisting of empty grain or coal hoppers.

Amtrak's triweekly *Cardinal* crosses the mountain between Gordonsville and Clifton Forge, making stops at Charlottesville and Staunton along the way on Wednesday, Friday, and Sunday.

If on time, eastbound and westbound *Cardinal*s meet at Brand siding, located just east of Staunton, around 2:40 p.m.

BEST VIEWING: There are a number of "highlight" locations along Buckingham. Here are a few to consider:

DILLWYN is home to a beautiful station and home base for seasonal excursions hosted by the Old Dominion Chapter of the National Railway Historical Society. The Buckingham Branch has three active customers on the line here.

STAUNTON is a Buckingham Branch hot spot. The dispatchers' office is located here. Traveling west from Staunton, across the former North Mountain Subdivision, is a great chase providing several photo opportunities. The town of Craigsville and the old C&O station at Goshen are good locations to see and photograph trains. State Route 42 hangs close to the tracks and provides easy public access between Swoope and Goshen. From wide-open valleys to tight curves, code line and jointed rail, this stretch of railroad is incredibly scenic. The sound of a local or a run-through CSX train never gets old.

Running east of Staunton, trains head toward Waynesboro and then climb Afton Mountain. Here they pass through Blue Ridge Tunnel, which is adjacent to the recently opened Blue Ride Tunnel Trail. Hiking the trail will take you to the old tunnel with its rock portal and interior brick work [see "A tunnel runs through it," Aug. 2022]. Norfolk Southern operates the nearby Shenandoah Valley Line, which hosts four trains each day and can be monitored on frequency 160.440.

CHARLOTTESVILLE is a must-see town. Buckingham local Z620 reports here to service nearby industries and interchange with Norfolk Southern. For three days each week, Z620 runs east to Louisa. The other two days, it runs west to Staunton. The former Southern mainline (Washington District) between Lynchburg and Manassas, Va., crosses Buckingham Branch in downtown by the Amtrak station.

GORDONSVILLE is in the Charlottesville vicinity and should be on your list of places to visit. One of few remaining C&O towers, G Cabin, stands between the junction of the Piedmont and Orange subdivisions. The Piedmont continues to Richmond. The Orange Subdivision connects with the former Southern at Orange. Amtrak's *Cardinal* takes the Orange Subdivision on its way to and from Washington.

DOSWELL offers good action with both Buckingham Branch and CSX trains. The Buckingham crosses CSX's busy ex-Richmond, Fredericksburg & Potomac main line, which runs between Richmond and Washington. Doswell action includes two Buckingham Branch locals that are called five days per week. One local works west, while the second one switches the yard and works east toward Richmond, as needed.

WHY VISIT: Buckingham Branch has a fleet of standard cab GP38s, GP40s and a handful of GP7s and GP16s. The locomotives have various backgrounds and heritage such as Penn Central. You can't go wrong with the power and the vintage fleet of standard cabs. Aside from Buckingham Branch trains themselves, a chase of a CSX train is very enjoyable and offers nothing short of beautiful pictures and a great experience. There's just something about watching a hopper train roll down the track at 40 mph on jointed rail.

An empty CSX coal train rolls by the former C&O G Cabin on the Piedmont Subdivision in Gordonsville. It's Sept. 28, 2017, and that is CSX No. 527, a GE CW44AH, leading the train.

DON'T MISS: One of the best-known locations along the railroad is found at Bremo. The daily local operating to Bremo from Dillwyn will cross an impressive bridge before reaching CSX. The bridge spans the James River and enables the railroad to reach the Rivanna Subdivision for interchange at CSX's Strathmore Yard. The bridge is viewable from State Route 15. An early morning visit will reward you with a great image when the Z710 rolls across the bridge. The highway is parallel to the railroad bridge and also offers an amazing view for anything coming eastbound on CSX.

NEARBY: With Buckingham Branch spanning a good portion of Virginia, the list of attractions nearby is extensive. On the west end in Clifton Forge a visit to the C&O Railway Heritage Center will immerse you in the story of Chessie's railroad. At the railroad's midpoint, Charlottesville offers the University of Virginia, Thomas Jefferson's enduring legacy of learning. Monticello, Jefferson's home is nearby and worth the tour.

The area is rich with U.S. Civil War history. Appomattox Court House National Historic Park, where Robert E. Lee surrendered to Ulysses S. Grant ending the Civil War, is 50 minutes away. On the east end is Richmond, Virginia's capital. Historically, this was the capital of the Confederacy during the Civil War. The city offers many museums and historic sites to tell the story. — *Samuel Phillips*

Q Do European passenger trains face delays due to freight trains as in North America?

— Warren Lindquist, Mokena, Ill.

The passenger-freight train relationship is different in Europe than in North America. Most passenger train delays are not caused by freight movements, but rather track issues or other passenger trains. In Europe, passenger trains, like this German ICE train overtaking a freight train south of Offenburg, also outnumber freight trains, giving them an advantage. Keith Fender

A In the United States and Canada, private railroads own the tracks traveled by passenger trains other than Amtrak's Northeast Corridor. Although the U.S. Congress has enacted a law providing statutory right of passenger train priority, railroad dispatchers still make the decisions as to which trains get the right of way when there are inevitable conflicts. VIA Rail Canada trains do not have that legislative backing from their government.

Both Amtrak and VIA compensate the railroads for use of their tracks, but inevitably the required compensation and any incentive payments must compete with the cost of delays to higher value freight traffic.

The European perspective is more complicated. The simple answer is freight trains are not the main cause of passenger train delays in Europe. Congestion — including freight, but more likely other passenger trains — and infrastructure repair/defects are the main railway-related problems. Suicide on the railway is sadly a major challenge in most European countries — normally in urban areas, but not always.

Historically, most railways gave priority to express passenger over freight or slower, regional passenger trains. In Britain, for example, train numbers beginning with a 1 or 2 were express passenger, 3 or 4 were fast freight or parcels. The higher the number the lower the priority. That has now changed, partly because there are more trains running, when commuter trips are included. Now 9 is also used to designate passenger trains, and is just as important as 1 or 2, depending upon the train.

In Europe, the fastest Trans Europ Express trains introduced in the 1950s and 1960s had the lowest single-digit train numbers — TEE8 or TEE22 — and this holds true now in countries like Germany where international Eurocity or ICE high-speed trains still use the same numbers, so EC8 (Zurich-Hamburg) or ICE22 (Vienna-Dortmund) are still priority trains.

Through the numbers, signalers (dispatchers) could identify a train and give priority to express passenger trains.

How has Europe avoided freight trains delaying passenger trains? Passenger trains outnumber freight trains on most routes. The mostly electric-powered passenger trains are faster and have greater acceleration and braking capabilities than freight trains. European freight trains are shorter than in the U.S., which makes passing one easier. The EU, however, wants to introduce 750-meter-long (2,640 feet) trains, but it will take time to lengthen passing tracks.

Passenger trains have historically been allowed to overtake freight trains, and this basic approach is now baked into the schedules. Freight train times from A to B might be three times longer than passenger simply due to stops and overall lower speed. Most European intermodal freight trains run at 70 to 80 mph; coal and ore trains are slightly slower. *— Bob Johnston, U.S. passenger correspondent, and Keith Fender, European correspondent*

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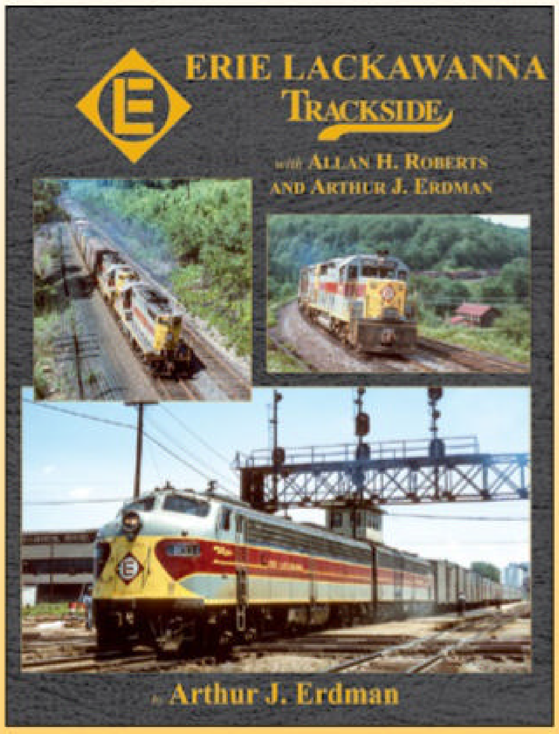

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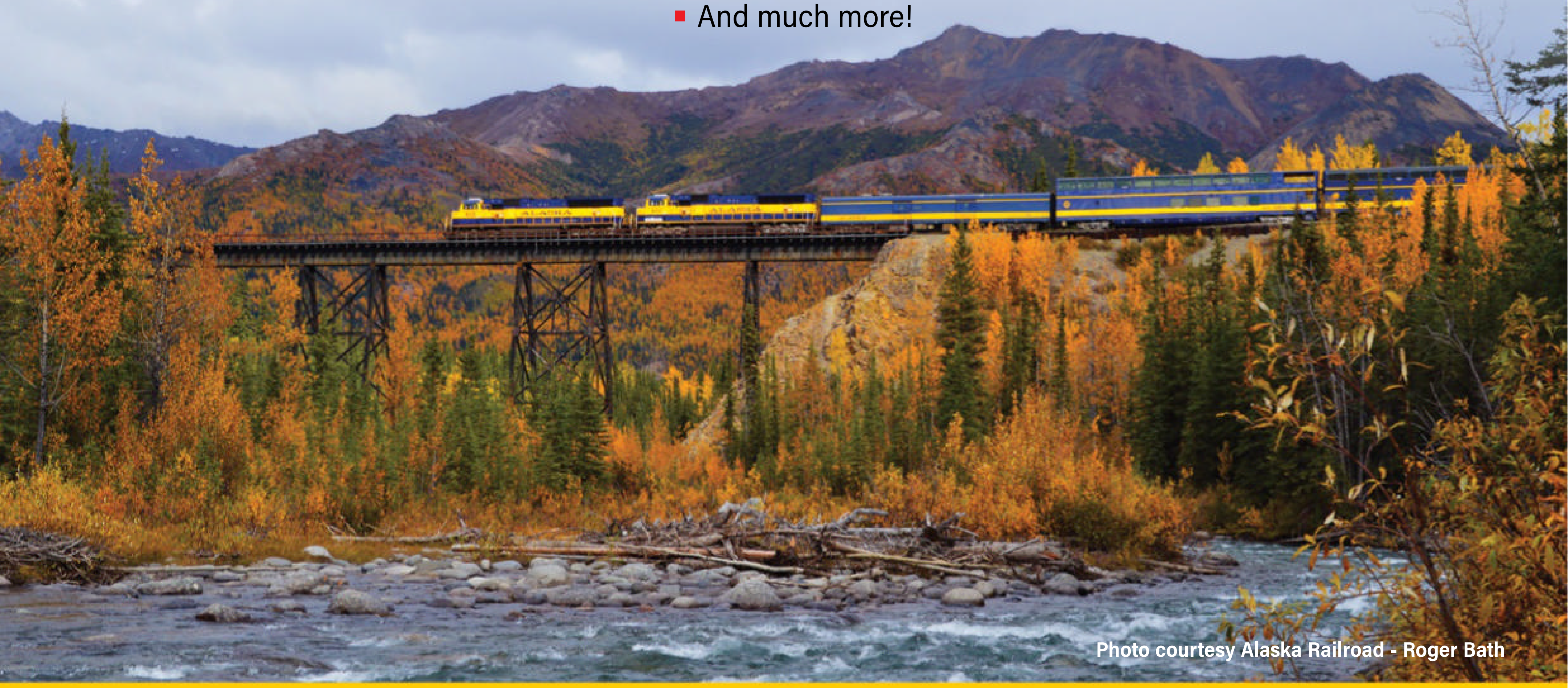

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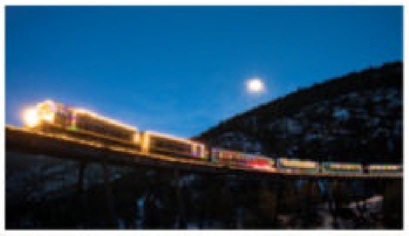

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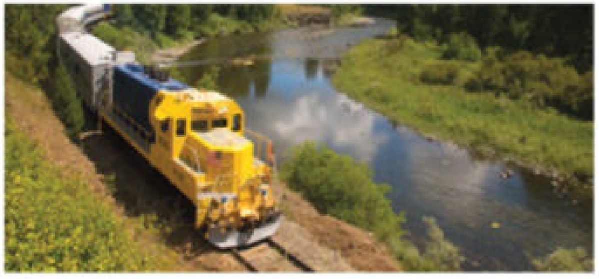

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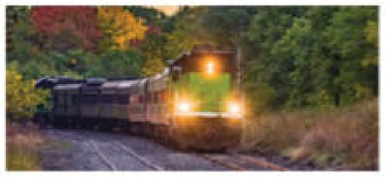

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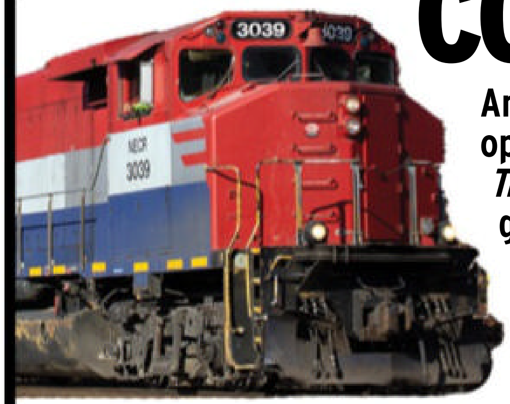

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JUNE 11, 2023: 47th Annual Kane County Railroadiana and Model Train Show. Kane County Fairgrounds, 525 South Randall Rd., St. Charles, IL. Sunday, 10:00am-3:00pm. Admission: $6.00 w/tax. Tables starting at $65.00. Information: 847-358-1185, RussFierce@aol.com or www.RRShows.com

All listed events were confirmed as active at the time of press. Please contact event sponsor for current status of the event.

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In the June issue

Trains on IMAX

Behind the filming of the IMAX movie **TRAIN TIME**, showcasing present-day BNSF operations. The long shadow cast by **SOUTHERN PACIFIC'S** *Sun Tan Special,* a weekend train just for beach goers. Learn what it takes to operate a world-class **TOURIST RAILWAY**. Visit the nation's best **BASEBALL PARKS** for railfans. Plus News, Photo Gallery, Preservation, and more!

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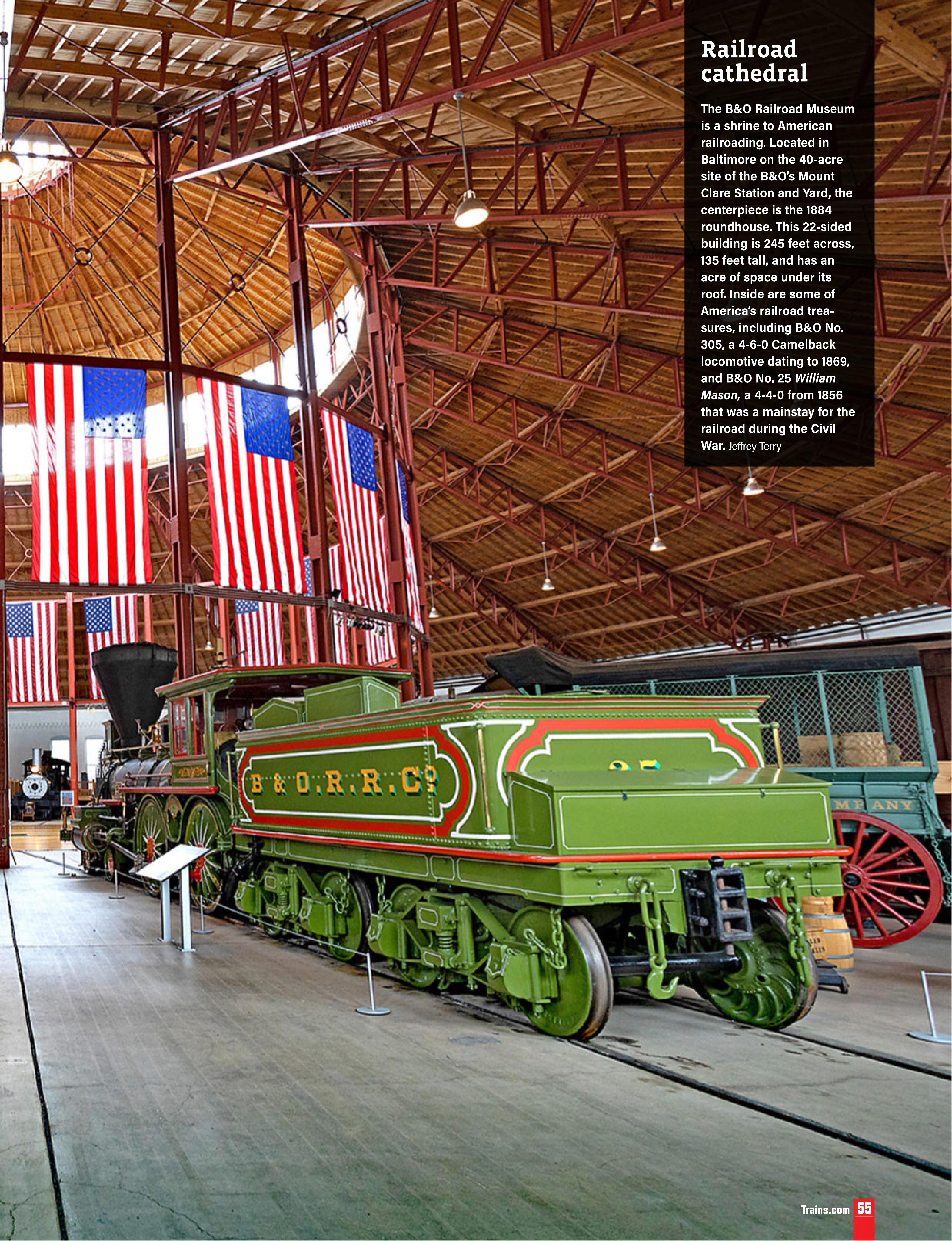
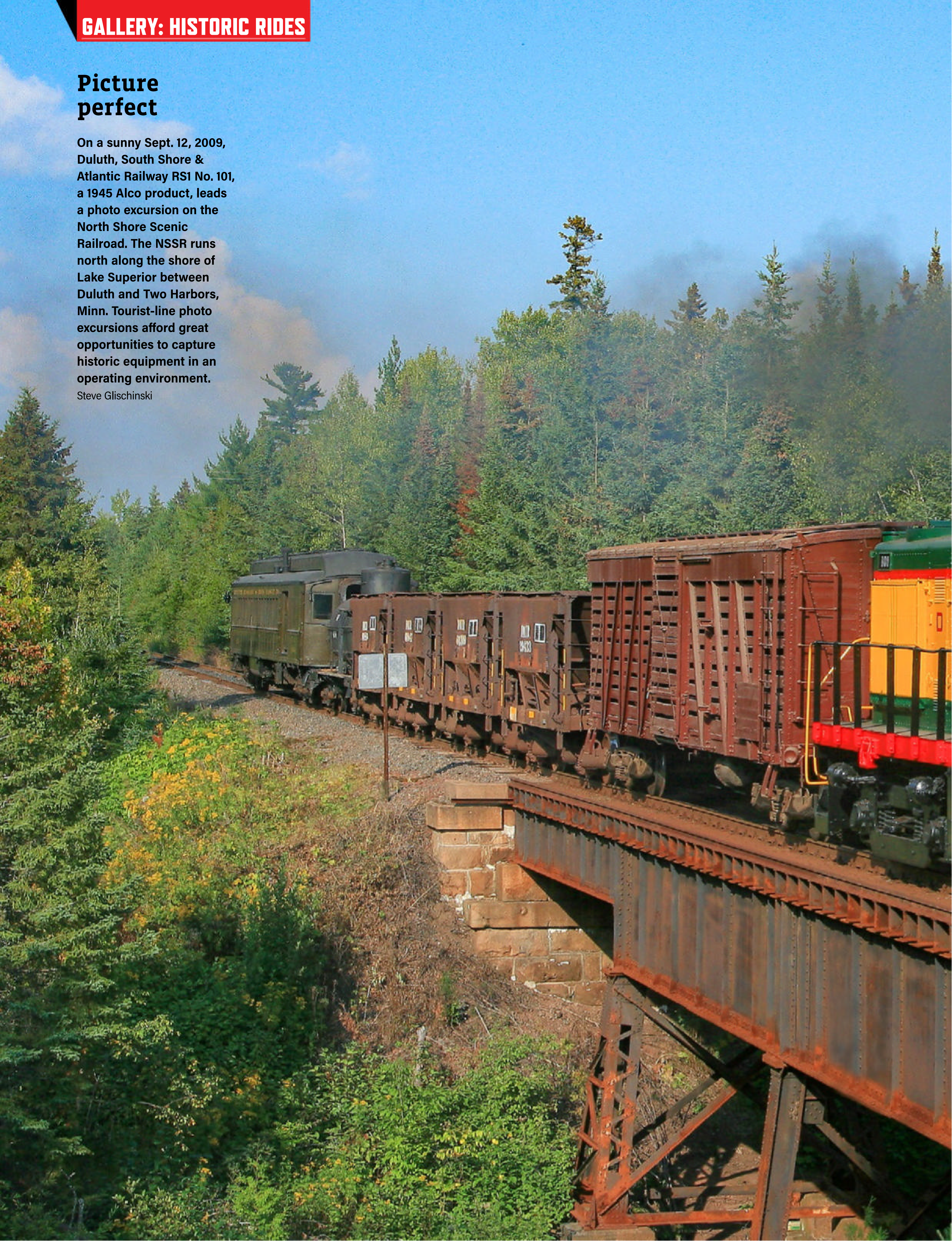
305
B.&O. 305 R.R.



Railroad cathedral

The B&O Railroad Museum is a shrine to American railroading. Located in Baltimore on the 40-acre site of the B&O's Mount Clare Station and Yard, the centerpiece is the 1884 roundhouse. This 22-sided building is 245 feet across, 135 feet tall, and has an acre of space under its roof. Inside are some of America's railroad treasures, including B&O No. 305, a 4-6-0 Camelback locomotive dating to 1869, and B&O No. 25 *William Mason,* a 4-4-0 from 1856 that was a mainstay for the railroad during the Civil War. Jeffrey Terry

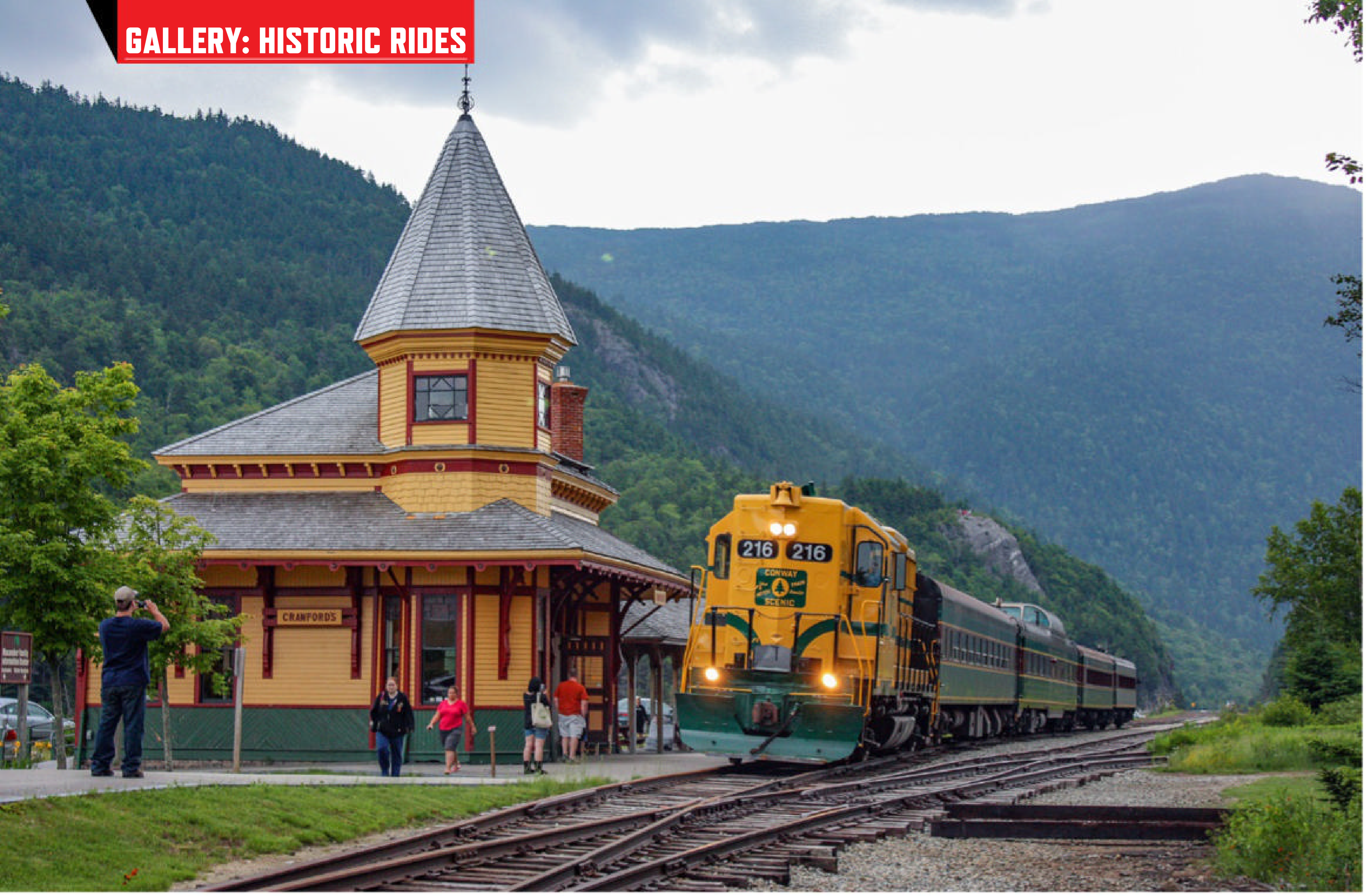
Picture perfect



On a sunny Sept. 12, 2009, Duluth, South Shore & Atlantic Railway RS1 No. 101, a 1945 Alco product, leads a photo excursion on the North Shore Scenic Railroad. The NSSR runs north along the shore of Lake Superior between Duluth and Two Harbors, Minn. Tourist-line photo excursions afford great opportunities to capture historic equipment in an operating environment.

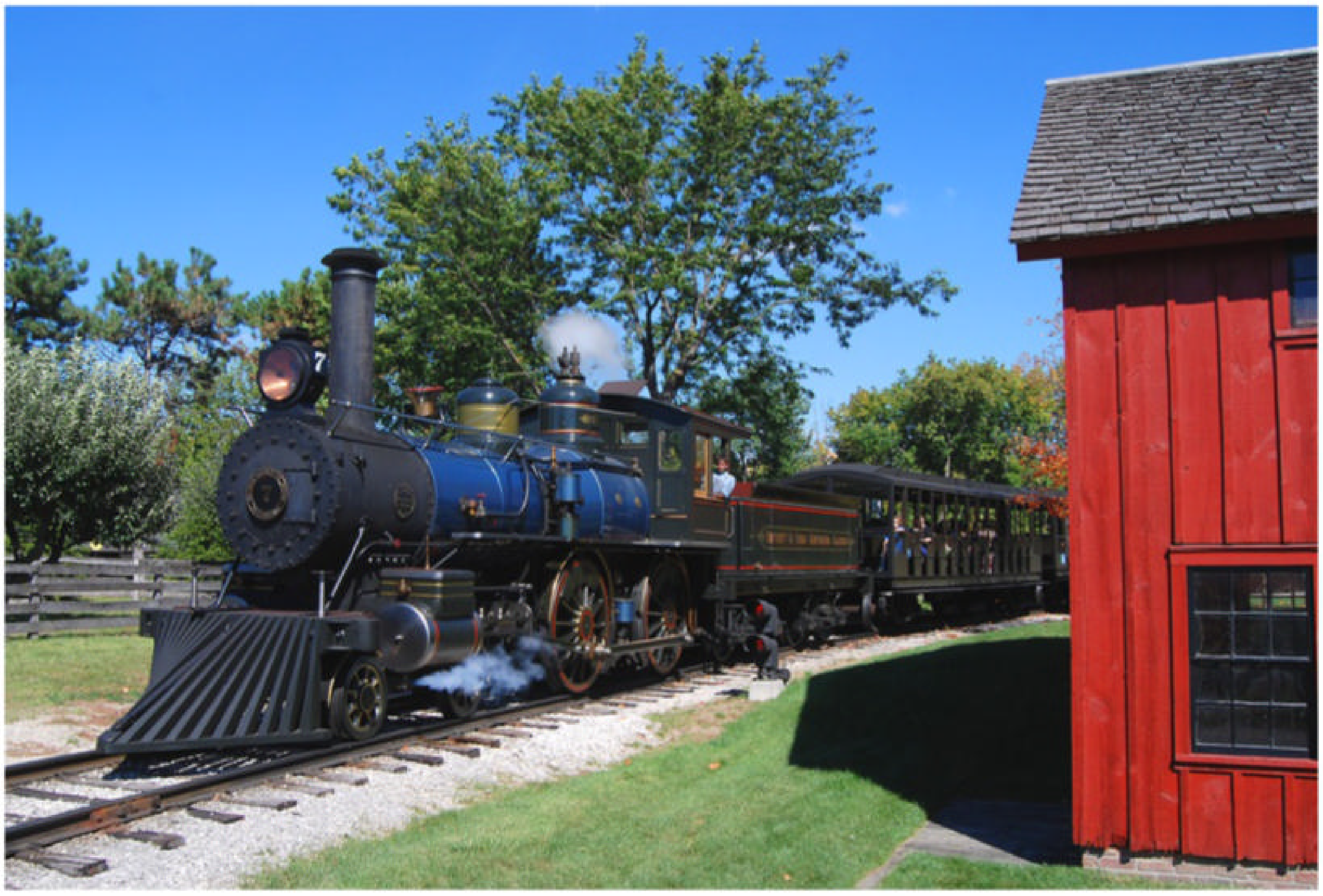
Steve Glischinski

DULUTH SOUTH SHORE & ATLANTIC
SS&A R.R.
101
101
101
SAFETY FIRST
SAFETY FIRST
WATCH YOUR STEP
WATCH YOUR STEP



Still running after all these years

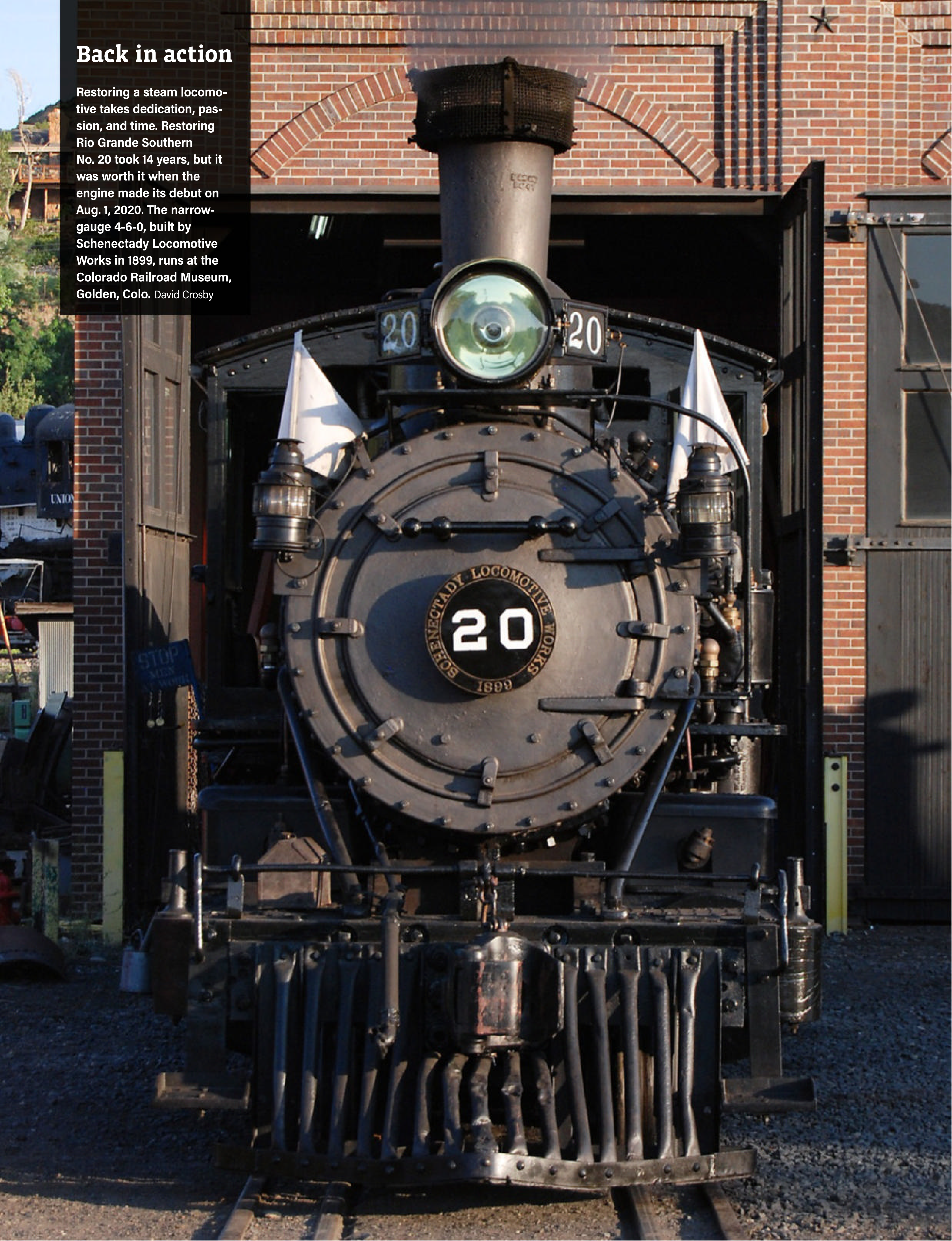
Conway Scenic Railroad No. 216 and train pause at Crawfords, N.H. No. 216, an EMD GP35, was acquired from Pan Am Railways in 2010. Its lineage extends well beyond its present-day role. Dating to 1965, No. 216 also served the Guilford Rail System, the Springfield Terminal Railway, Norfolk Southern, and its original owner, Norfolk & Western. Tim Stockwell



Henry Ford's favorite

A 4-4-0 built in 1897 by Baldwin for the Detroit & Lima Northern Railway, a Detroit, Toledo & Ironton predecessor, the engine became Ford's fancy after buying the DT&I in 1920. Today No. 7 can be seen at the Greenfield Village in Dearborn, Mich. David Crosby

Back in action


20
20
SCHENECTADY LOCOMOTIVE WORKS
20
1899
UNION
STOP
MEN
AT WORK

Restoring a steam locomotive takes dedication, passion, and time. Restoring Rio Grande Southern No. 20 took 14 years, but it was worth it when the engine made its debut on Aug. 1, 2020. The narrow-gauge 4-6-0, built by Schenectady Locomotive Works in 1899, runs at the Colorado Railroad Museum, Golden, Colo. David Crosby

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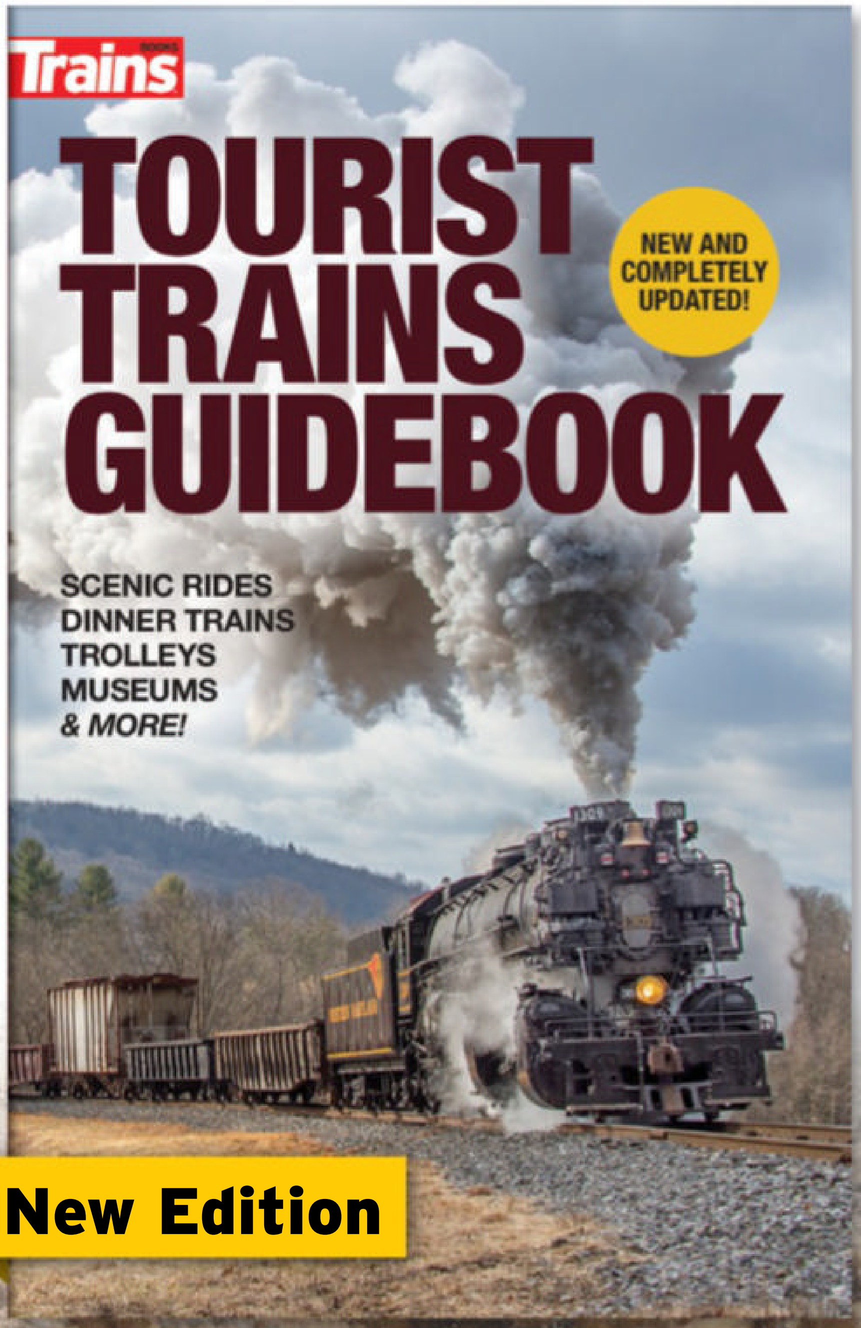

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